

WELCOME!

Since March 2019, we've heard from thousands of people who helped us identify key ideas, interests and opportunities that are important to the community for the Broadway Plan area and its neighbourhoods between Clark Drive and Vine Street.

In light of the ongoing COVID-19 pandemic and public health measures, the Broadway Plan Emerging Directions virtual open houses are running between February 16 and March 31, 2021.

The intention of this phase of engagement is to share and receive input on the emerging directions that will integrate new housing, job space, and amenities around the future Broadway Subway. Input received will help shape the refined directions for the plan.

This document provides background information and the emerging directions for places and neighbourhoods, key topics for the plan (area-wide), and Broadway as a Great Street.



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First Nations

The City of Vancouver recognizes that we are on the unceded, ancestral, and traditional homelands of the *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations. The Broadway planning process aims to recognize the living culture and history of the *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations.

xʷməθkʷəy̓əm (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations have a spiritual, cultural, and economic connection to the land since time immemorial. Vancouver and 95 percent of British Columbia are located on the unceded territory of First Nations. The term unceded acknowledges the dispossession of the land and the inherent rights that the *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations hold to the territory. The term serves as a reminder that they will always retain their jurisdiction and relationships within their territory.



Mural on the side of the Native Education College by Jerry Whitehead, Sharifah Marsden, and Corey Bulpit

City of Vancouver

Vancouver City Council has endorsed the United Nations Declaration on the Rights of Indigenous Peoples, in 2013, and has designated the City as a City of Reconciliation. In 2014, the City committed to achieve the following goals:

- » Strengthen local First Nations and Urban Indigenous Relations,
- » Promote Indigenous peoples arts, culture, awareness and understanding, and
- » Incorporate First Nations and Urban Indigenous perspectives for effective City services.

There are a number of resources available to learn more about the historical and current relationship the Nations have with the land which is now known as the City of Vancouver.

The *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations websites contain plentiful information about their histories, cultures, governance, and ways of affirming their continuity on these lands:

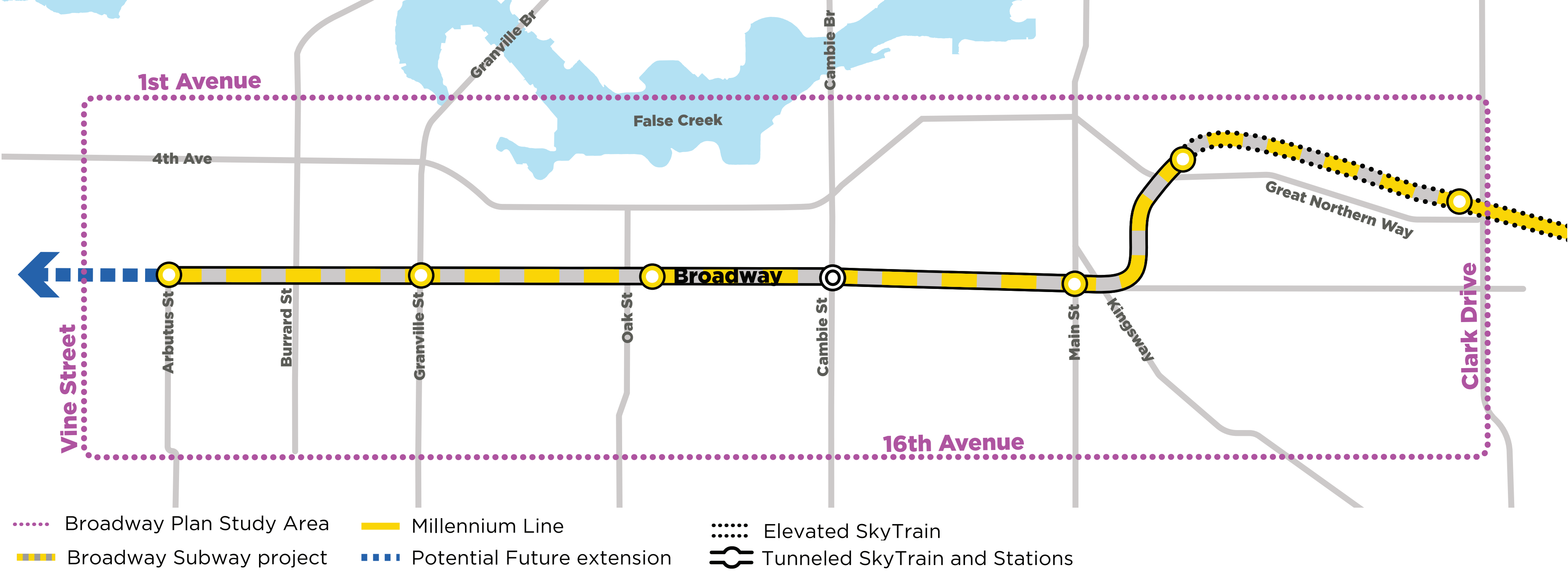
Musqueam Indian Band:
musqueam.bc.ca

Squamish Nation:
squamish.net

Tsleil-Waututh Nation:
twnation.ca

Please visit our website to learn more about Vancouver's designation as a City of Reconciliation and our relationship with the *xʷməθkʷəy̓əm* (Musqueam), *Skwxwú7mesh* (Squamish) and *səlilwətaɬ* (Tsleil-Waututh) Nations
vancouver.ca/people-programs/city-of-reconciliation.aspx
vancouver.ca/files/cov/First-Peoples-A-Guide-for-Newcomers.pdf

Broadway Plan



WHAT IS AN AREA PLAN?

Area plans are policy documents that provide guidance and direction on a variety of topics, including: land use, urban design, housing, transportation, parks and public spaces, cultural infrastructure, social planning, heritage features and community facilities.

WHY IS AN AREA PLAN IMPORTANT?

The City seeks to leverage the opportunity of the Broadway Subway by coordinating comprehensive planning for the Broadway area with the delivery of the rapid transit project. The Broadway Plan will provide for a coordinated review of land use, amenities, housing, services, transportation and infrastructure throughout the study area.

FIRST NATIONS

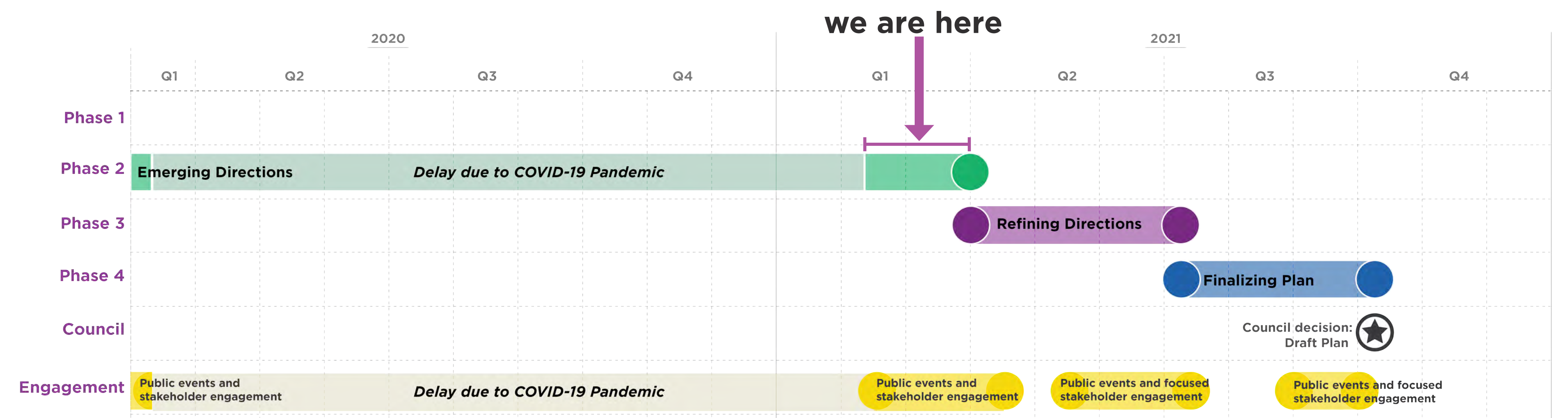
The Broadway Plan area is a significant area of land, and is central within the unceded traditional homelands of the Musqueam, Squamish and Tsleil-Waututh Nations.

WHO CREATES AN AREA PLAN?

Throughout the planning program, staff look to engage the broadest range of people in the Broadway study area, including those of different cultural backgrounds, ages, incomes, renters and owners, and businesses.

HOW LONG WILL IT TAKE TO DEVELOP THE PLAN?

The draft Broadway Plan is expected to be completed for Council's consideration in late 2021.



HOW CAN I GET INVOLVED?

Join us for our virtual open house to learn about the emerging directions for the Broadway Plan and share your thoughts on them.

Visit our website for a full list of ways you can engage and provide your feedback.



shapyourcity.ca/broadway-plan



broadwayplan@vancouver.ca

Overview

COUNCIL DIRECTION

On June 20, 2018, City Council approved the following:

A

TERMS OF REFERENCE FOR A TWO- YEAR PLANNING PROGRAM

To develop a comprehensive area plan for Broadway, generally between Clark Drive and Vine Street. The plan will focus on opportunities to integrate development around the Millennium Line Broadway Extension (Broadway Subway) to support the City's goals of creating affordable housing, job space, social and cultural amenities, environmental sustainability and livability.

For more information visit the [Broadway Plan webpage](#)

B

INTERIM REZONING POLICY WHILE THE PLANNING PROGRAM IS UNDERWAY

The Interim Rezoning Policy establishes the conditions under which new rezonings and heritage revitalization agreements will be considered. Generally rezonings will not be considered in the Broadway Plan study area unless a rezoning application has been submitted or an enquiry has received a written response stating that a rezoning application would be considered (within three years prior to June 20, 2018).

For more information visit the [Broadway Plan webpage](#)

C

DEVELOPMENT CONTRIBUTION EXPECTATIONS POLICY TO CURB LAND SPECULATION

Development Contribution Expectations (DCE) policies are intended to limit land value speculation in areas undergoing community planning. The policies provide buyers and sellers of land in community planning areas with clarity regarding the City's priorities for community planning areas and expectations for contributions towards amenities and affordable housing as a result of community planning.

For more information visit the [Broadway Plan webpage](#)

KEY GOALS FOR BROADWAY PLANNING INCLUDE THE FOLLOWING:

- » Expand **housing** opportunities (social housing, market and below market rental) close to transit and jobs to accommodate the growing demand for rental housing in the city's core while **retaining and reinvesting** in existing older rental housing, where possible, and **minimizing displacement** of existing residents.
- » Increase the amount of **job space** within Central Broadway to meet long term city, regional and provincial economic development objectives.
- » Enhance **commercial shopping streets and local business** opportunities.
- » Improve the transportation network, public realm and gathering opportunities to **increase mobility and connectivity**, and establish Broadway as a unique and inspiring place to **live, work, learn and visit**.
- » Retain and enhance **key heritage** and **cultural resources**, and identify opportunities for **public art**.
- » Secure additional **public benefits and amenities** to support new growth and improve liveability.
- » Achieve ambitious **sustainable mode share** targets, and become a leading example of **zero emissions buildings and vehicles** to reduce carbon emissions and improve air quality.
- » Utilize an **integrated water management** approach to optimize utilities infrastructure investment including green infrastructure to provide best value to the community, enhance the natural environment, and provide long term resilience to the effects of climate change and major events such as earthquakes.

What's Going On in the Area Today

Plans and projects in and around the study area.

SENÁKW

Señákw will create a highly sustainable, mixed-use project of primarily purpose-built rental housing of approximately 3.4 million square feet or 6,000 units that will be an economic driver for the Squamish Nation now and for generations to come. The City looks forward to working with Squamish Nation to determine how the City may be engaged and if desired how best the City may work with Squamish Nation as a government partner. For more information: senakw.com

ARBUTUS GREENWAY

The Arbutus Greenway project, which started in 2016, currently has a temporary asphalt path and provides people an opportunity to walk, bike, roll from False Creek to the Fraser River. In light of its success, in 2018, City Council endorsed enhancing the path to give people of all ages and abilities places to gather and rest and enjoy the surrounding landscape. The future Arbutus Greenway is intended to be delivered over many years. For more information: vancouver.ca/arbutusgreenway

10TH AVE BIKEWAY

The City is continuing to improve the 10th Avenue corridor (Trafalgar St to Victoria Dr) by making it more convenient, safe, and comfortable for people of all ages and abilities (AAA) to walk, roll, and cycle. Recent and upcoming improvements include changes between Vine St and Cypress St, Willow St and Cambie St, as well as minor interim parking changes east of Yukon St. For more information: vancouver.ca/10thavenue

GRANVILLE BRIDGE CONNECTOR

The Granville Bridge Connector will address a major gap in the city's active transportation network with an improved walking, rolling and cycling path across the bridge. In September 2020, Council approved the first phase of the project and staff are refining an interim design to be constructed in the 2019-2022 Capital Plan. Walking, rolling, and cycling improvements to the Granville Bridge will serve and connect the substantial and growing number of people living, working, and playing in this part of the city. For more information: vancouver.ca/granvilleconnector

FALSE CREEK SOUTH

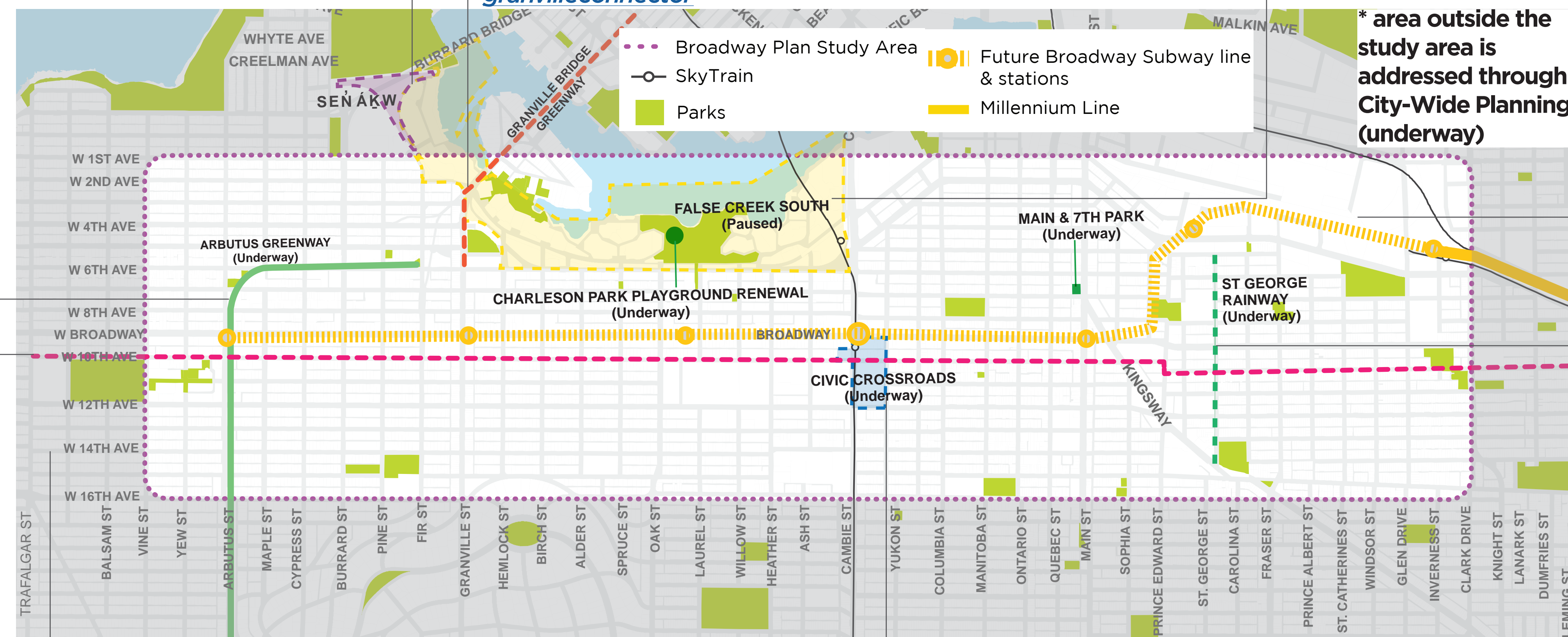
Between February 1 and February 28, 2021, Vancouver residents are invited to participate in False Creek South Lands: Opportunities for the Future. This public engagement seeks input about how 80 acres of City-owned lands in False Creek South could potentially be used to help address the housing crisis, and contribute to achieving other priorities such as accelerating action on climate change, increasing focus on equity and critical social issues and protecting and building the local economy. This city-wide public engagement is connected to but independent from the City's False Creek South neighbourhood planning program, which is on hold. For more information: shapeyourcity.ca/FCSlands

BROADWAY SUBWAY

The Broadway Subway Project is an extension of the Millennium Line and a key link in Metro Vancouver's transportation system. The 5.7-kilometre line will extend the existing SkyTrain system seamlessly from VCC-Clark Station to a new terminus station at Arbutus Street. For more information: broadwaysubway.ca

ST. GEORGE RAINWAY

The St George Rainway will deliver core utility services to manage rainwater in the neighbourhood. Using a series of Green Rainwater Infrastructure practises along St George Street is a cost effective tool to reduce flooding, treat pollutants, reduce combined sewer overflows, enhance climate resiliency and increase bio diversity. We are now looking to further the vision and implement the Rainway project in consultation with the local community. For more information: shapeyourcity.ca/st-george-rainway



COMPLETE NEIGHBOURHOODS

Creating complete, connected and culturally vibrant neighbourhoods is one of the 10 provisional goals identified through engagement as part of the Vancouver Plan. Advancing this goal will involve integrative work across all neighbourhoods, including those in areas currently undergoing comprehensive planning (such as Broadway), and those with previously approved local area plans. Opportunities to enhance and integrate the areas surrounding the Broadway Plan boundaries, including key intersecting nodes, will be explored in order to align Broadway Plan directions with emerging ideas and actions for Complete Neighbourhoods being explored through the Vancouver Plan.

CIVIC CROSSROADS MASTER PLAN

A master planning process for the Civic Crossroads is anticipated to start in 2021 and it will include considerations for improvements to seismic resilience, public realm and services to the public.

City-Wide Planning Programs

Planning Vancouver Together



Vancouver Plan

The Vancouver Plan is a community planning and engagement process to create a long-term Vision and City Strategy for a healthy, just, resilient, sustainable, and vibrant city for future generations. This plan will serve as the city's strategic framework, setting the vision for the future of our city to 2050 and beyond.

The Vancouver Plan is being developed in coordination with a number of programs that are currently underway. These include Broadway planning, Jericho Lands Policy Statement development, Equity Framework, Climate Emergency Response and implementing the Housing Vancouver Strategy.

These programs are the building blocks within the Vancouver Plan, and City staff are working collaboratively to ensure that input we receive as part of these processes informs the Vancouver Plan – and vice versa. For more information: shapeyourcity.ca/vancouver-plan

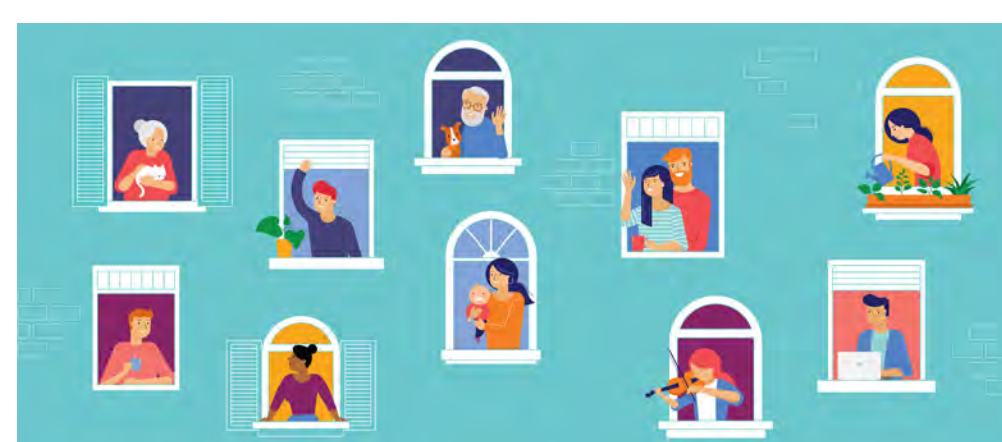
Employment Lands and Economy Review Emerging Directions

Ideas and potential actions developed through comprehensive engagement over 18 months in 2019-2020 that provide foundational input to the Vancouver Plan to support the goal of building a diverse and health economy for the city. For more information: vancouver.ca/files/cov/employment-lands-economy-review-phase-2-report.pdf



Replacement of Rental Housing in Commercial Areas

The City is considering amendments to the Rental Housing Stock Official Development Plan (RHS ODP) to certain commercial areas (C-2, C-2B, C-2C, and C-2C1 zoning districts), including some areas within the Broadway Plan boundary. The RHS ODP requires that existing rental housing is replaced on a one-for-one basis during redevelopment to protect against loss of rental stock. For more information: shapeyourcity.ca/rental-housing-stock



Creating and Renewing Non-Profit Social and Co-op Housing

The City is considering zoning amendments to encourage non-profit housing by allowing non-profits to build up to six storeys in select low-rise apartment areas (RM-3A, RM-4, and RM-4N zoning districts). These changes would include some areas that are within the Broadway Plan study area. For more information: shapeyourcity.ca/non-profit-affordable-housing

shapeyourcity.ca/broadway-plan

Secured Rental Policy

The City is exploring actions to increase opportunities for new rental housing under the Secured Rental Policy, including zoning changes in certain commercial areas (C-2, C-2B, C-2C and C-2C1 zones) and allowing rezoning for new rental buildings in low density transition areas (RS and RT zones). This work is being integrated with efforts underway on planning for complete, connected and culturally vibrant neighbourhoods as part of the Vancouver Plan. Changes to the policy would apply in areas immediately adjacent to the Broadway Plan area, especially along commercial shopping streets (e.g. West 4th Avenue, Main Street and Kingsway).

Childcare: Senior Government Partnerships

The Broadway Plan provides a significant opportunity to align with new provincial government funding programs under the Childcare BC plan to increase the supply of licensed child care. A recent (2019) Memorandum of Understanding between the City of Vancouver and Province of BC supports further increasing childcare supply in Vancouver, including a commitment of \$33M from the Provincial Government to support the City in delivering up to an additional 1,300 childcare spaces.

Childcare Strategy (Emerging 2021)

This 10-year policy framework and capital investment strategy will support public access to quality and affordable childcare. The Childcare Strategy will identify City priorities for childcare policy, partnerships, and program development in alignment with other key initiatives such as Housing Vancouver and the Employment Lands and Economy Review.

Vancouver Social Infrastructure Strategy (Emerging 2021)

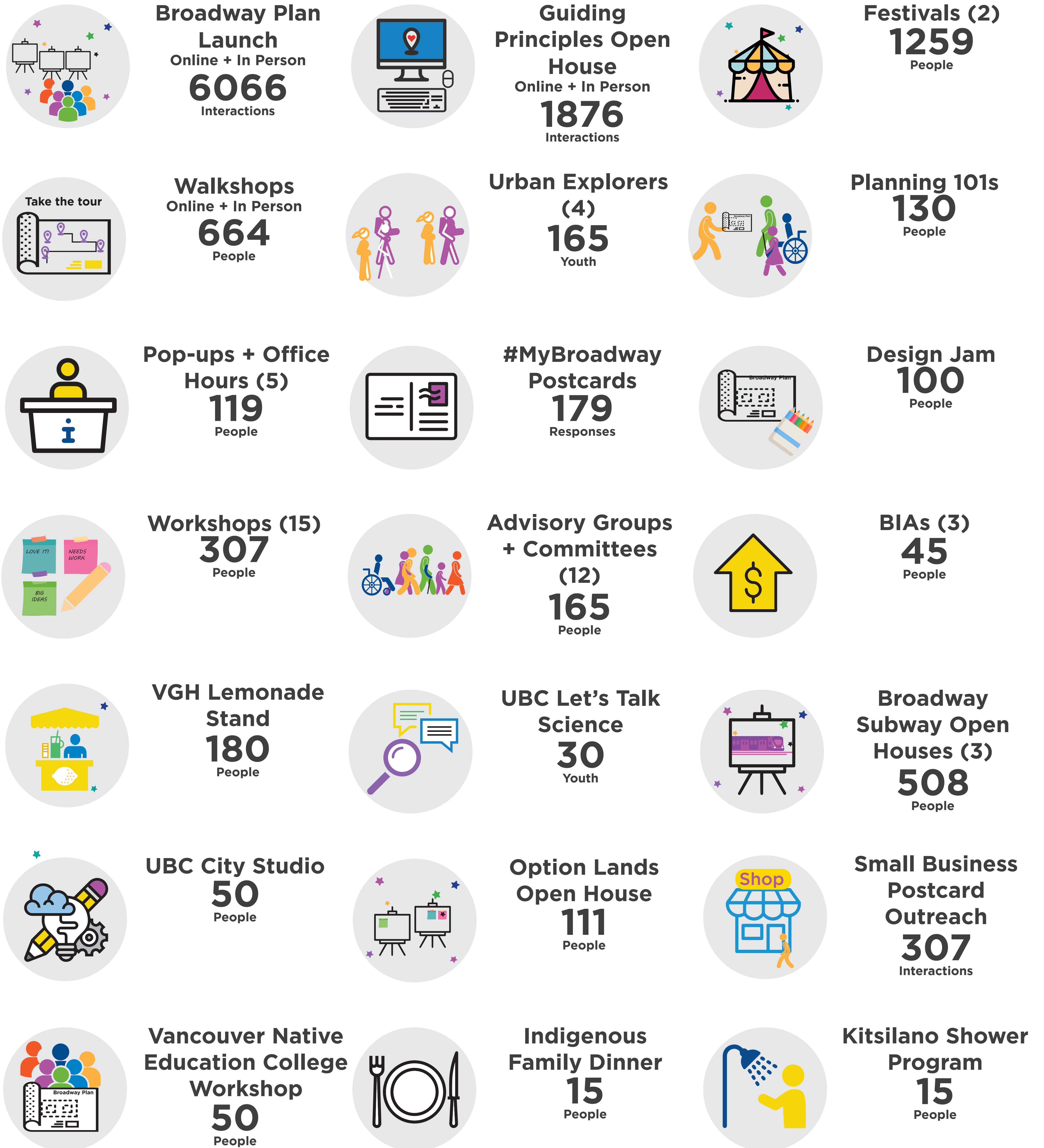
This 10-year strategy will provide direction for how the City of Vancouver may guide investments, advocacy and regulations to build, maintain, operate and deliver a range of social-serving facilities, such as neighbourhood houses, seniors centres, community gathering spaces and more. For more information: vancouver.ca/people-programs/social-infrastructure-plan.aspx

Climate Emergency Action Plan

On November 17, 2020, Council approved the Climate Emergency Action Plan. This puts Vancouver on track to reduce our carbon pollution by 50% by 2030, in alignment with the findings of the United Nations Intergovernmental Panel on Climate Change to limit global warming to 1.5°C. For more information visit: vancouver.ca/green-vancouver/vancouvers-climate-emergency.aspx

Engagement to Date

March 2019 - March 2020



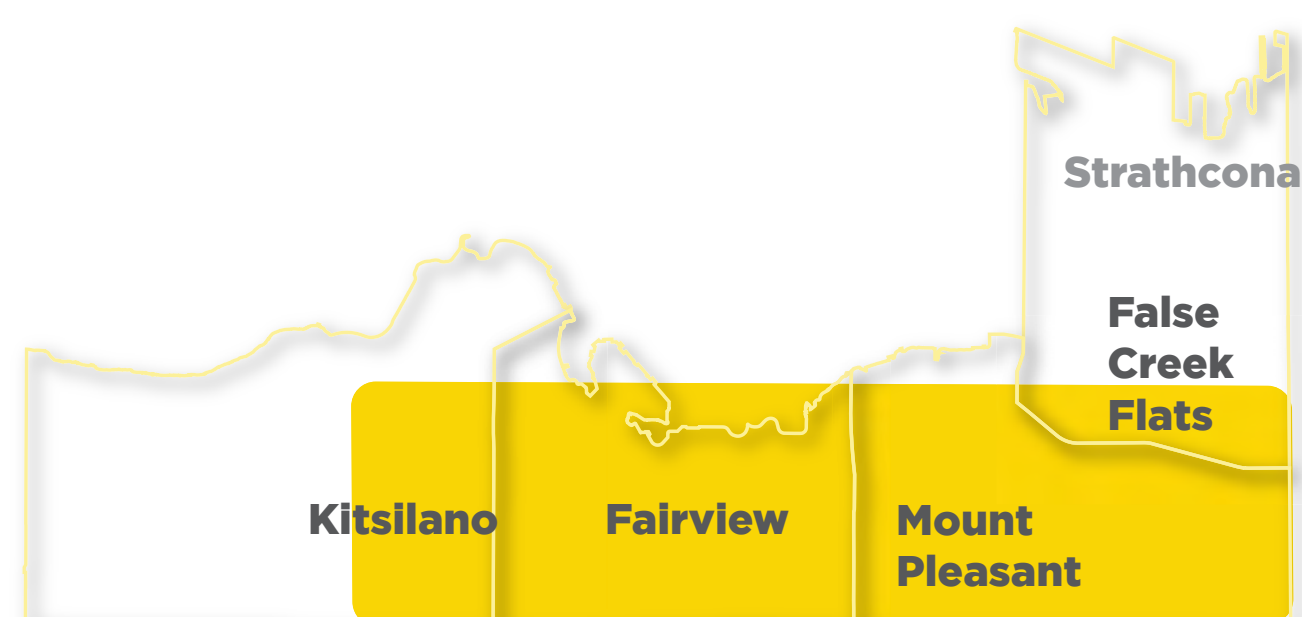
12,000+
86

people were engaged so far during the Broadway planning process...

Engagement Events

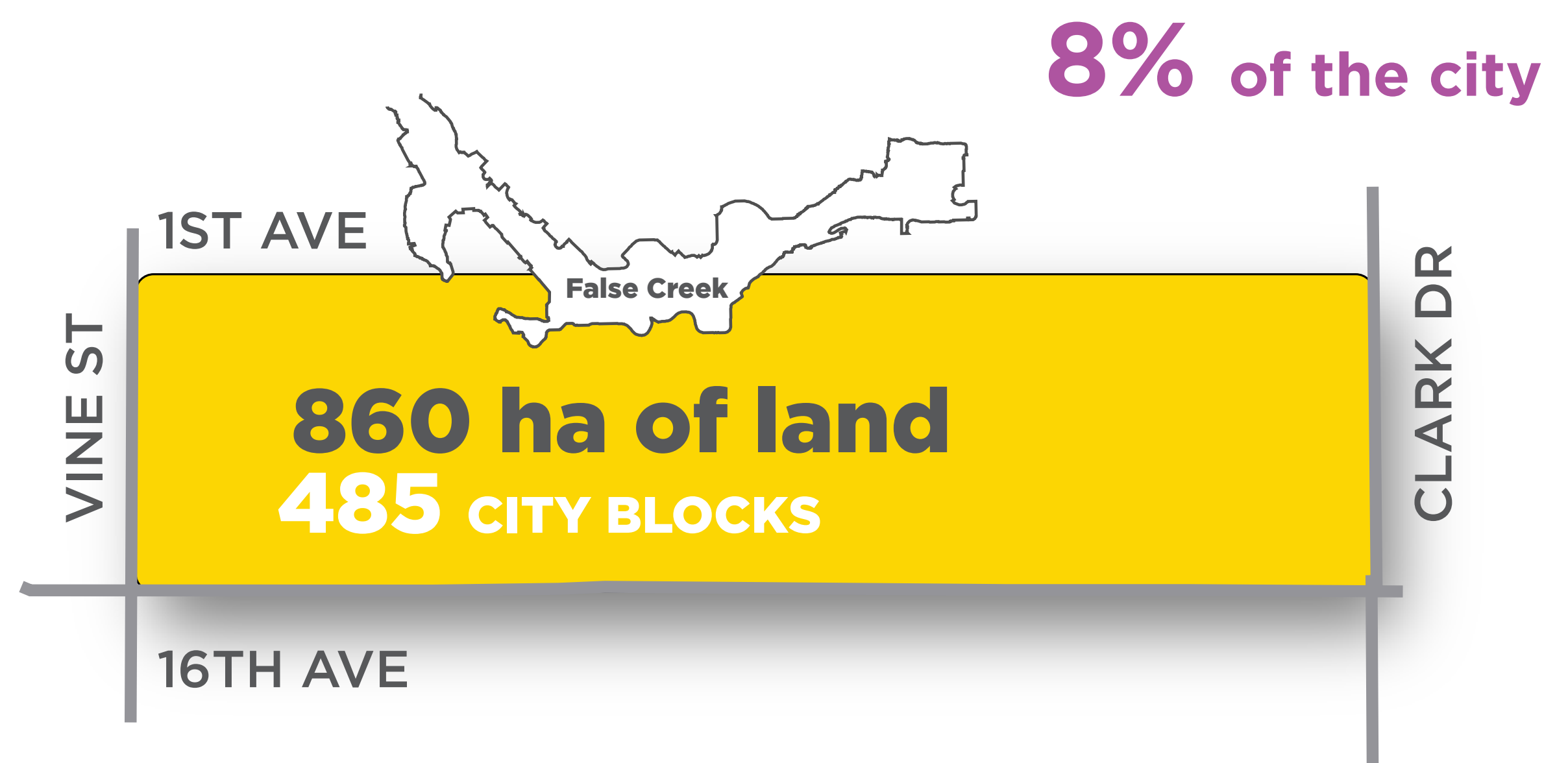
Study Area Today

The study area includes a diverse mix of places to live, work, learn and play.

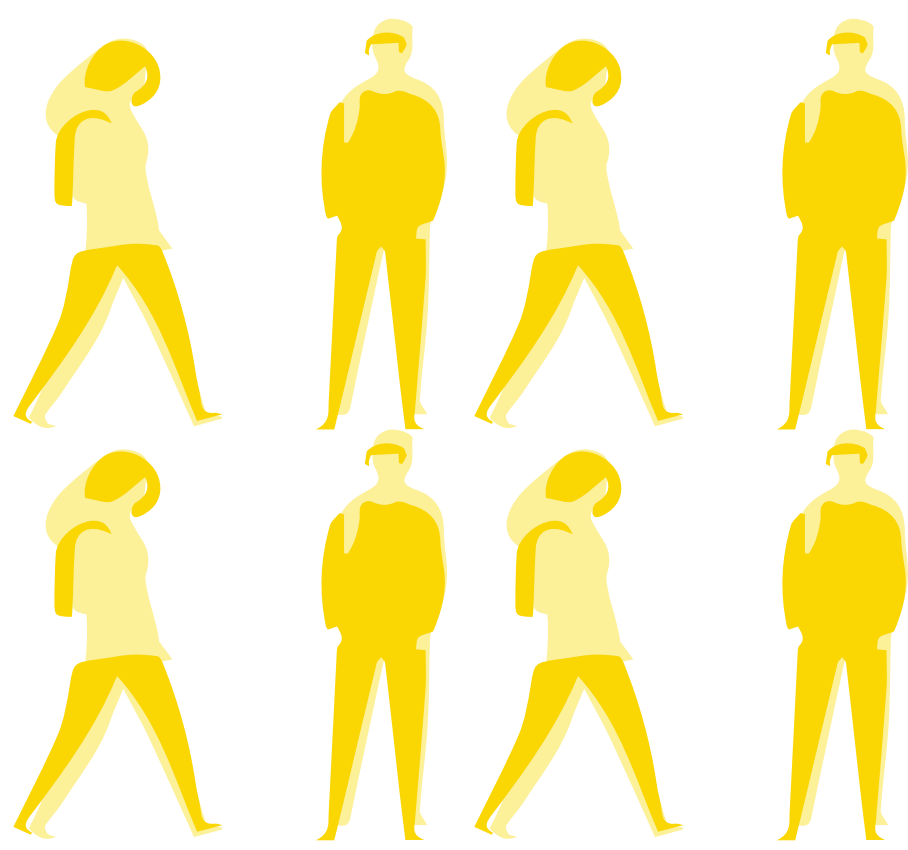


4 distinct neighbourhoods within the study area

The Broadway Plan study area is centered on Broadway, generally from Clark Drive in the east to Vine Street in the west.



78,000+ PEOPLE
12% of the city's population

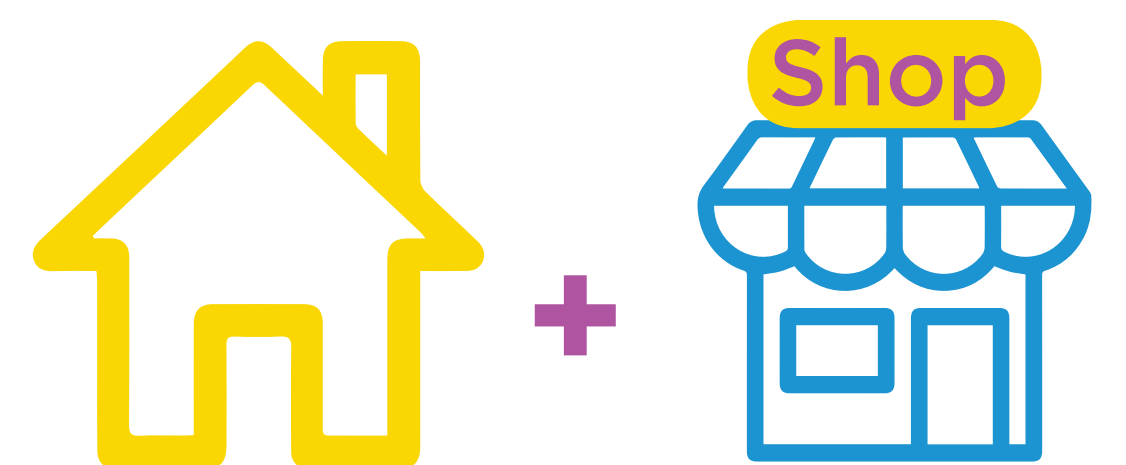


The Broadway Plan study area is the second largest job centre in the province and a key source of employment for residents throughout Metro Vancouver.

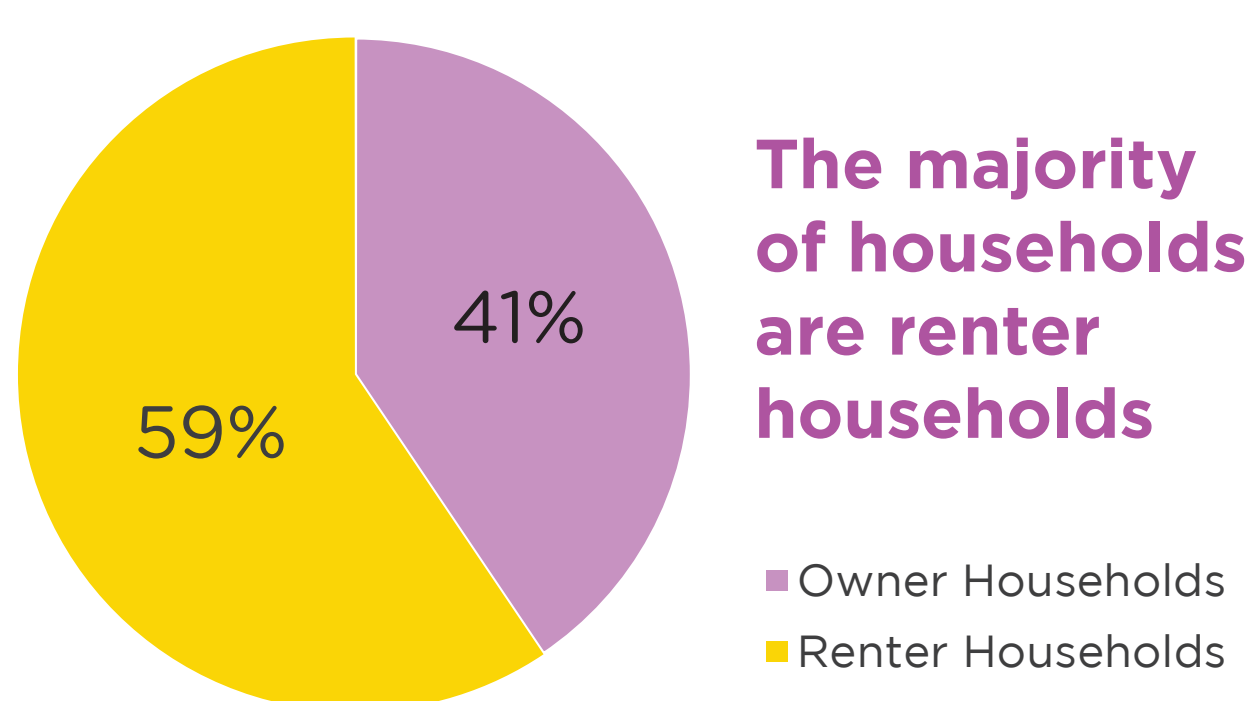
84,400+
JOBS

The study area includes the largest hospital in Western Canada

12,835 people
(14% of residents)
work and live in the
Broadway Census
data area



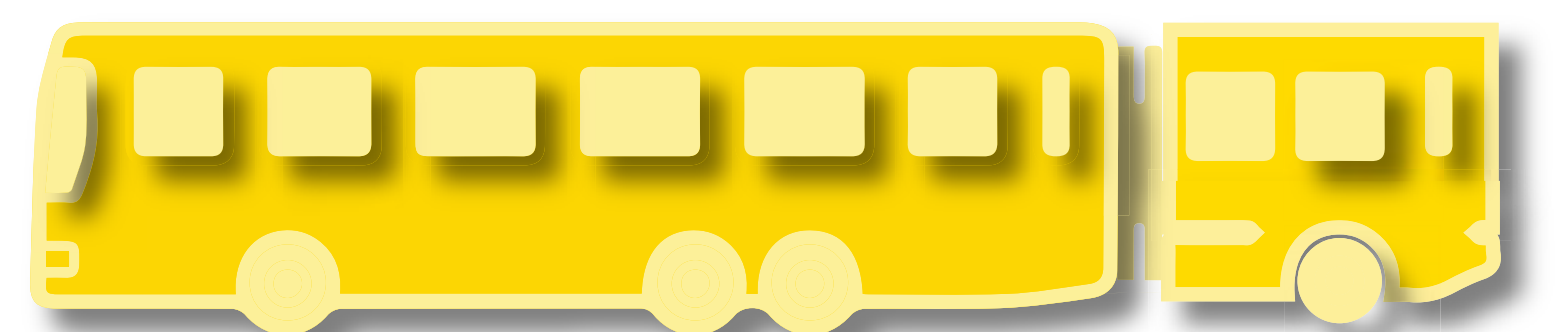
HOUSEHOLD TENURE



The study area has **25%** of the city's purpose-built rental housing

The busiest bus line in Canada and the United States, the

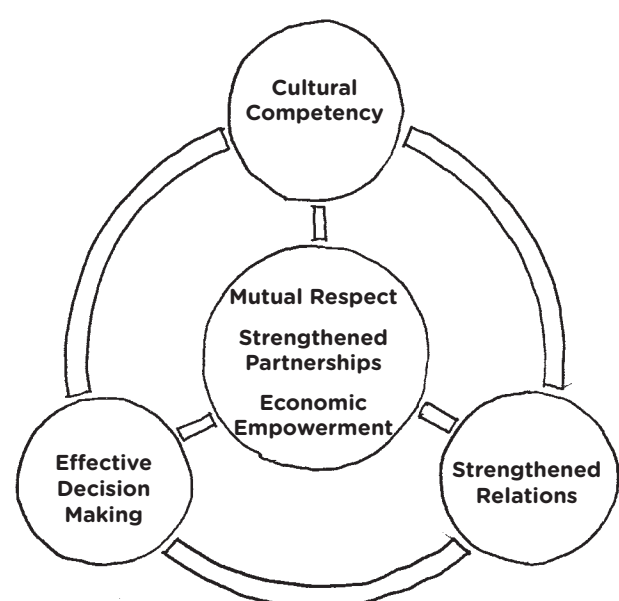
99 B-Line, runs through the study area with 61,000 passengers daily and over 500,000 pass-ups per year.



For more information please refer to the [Broadway Plan Area Profile](#).

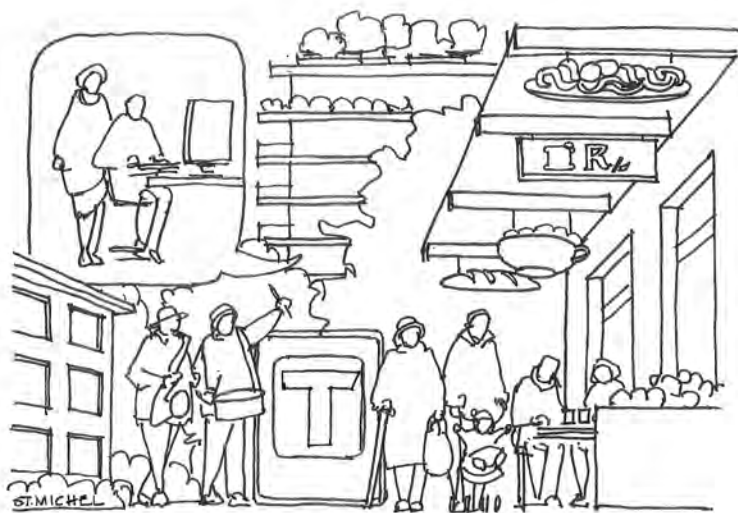
Guiding Principles

Adopted by City Council in October 2019



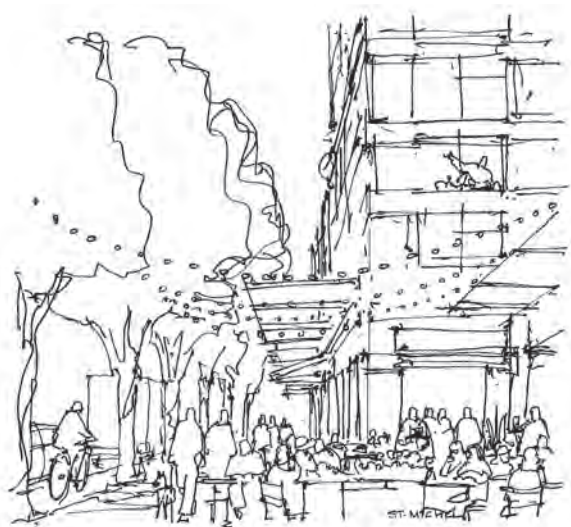
Support Reconciliation with First Nations and Urban Indigenous Peoples

The Broadway Plan area is within the unceded homelands of the Musqueam, Squamish, and Tsleil-Waututh Nations. It is also home to diverse Urban Indigenous communities. Musqueam, Squamish, and Tsleil-Waututh voices and visibility on the land should be supported, along with opportunities to support Indigenous peoples' cultures and art.



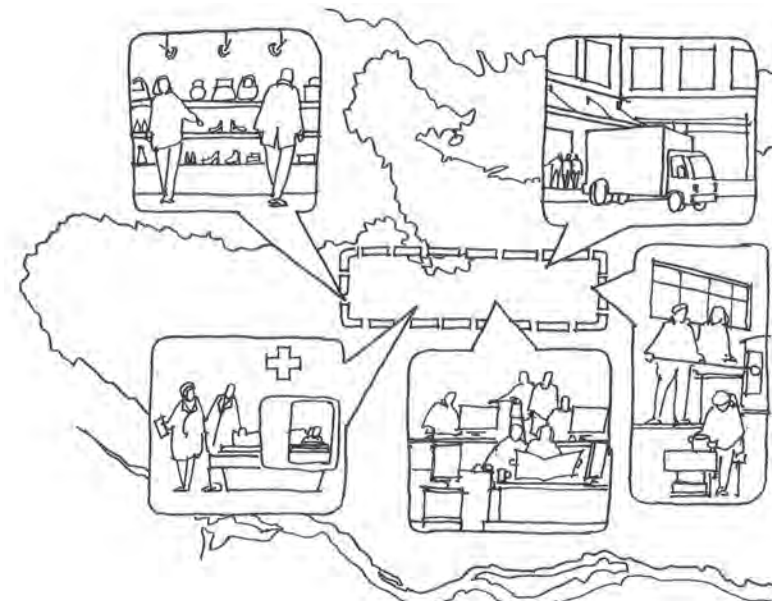
Support Affordable, Diverse, Equitable and Inclusive Complete Neighbourhoods

Leveraging the investment in the Broadway Subway, new housing opportunities (particularly purpose built market and below-market rental and social and supportive housing) close to transit should be expanded for a diversity of household types, incomes, and backgrounds, while retaining and reinvesting in existing older rental housing and with the goal that renters can remain in the neighbourhood at affordable rates. Neighbourhoods should be liveable and meet the needs of all ages, incomes and abilities and include amenities, jobs, shops, services, and community facilities and services (e.g. childcare and neighbourhood houses), as well as opportunities for arts and cultural activities. Residents should live within an easy walk or roll of their daily needs.



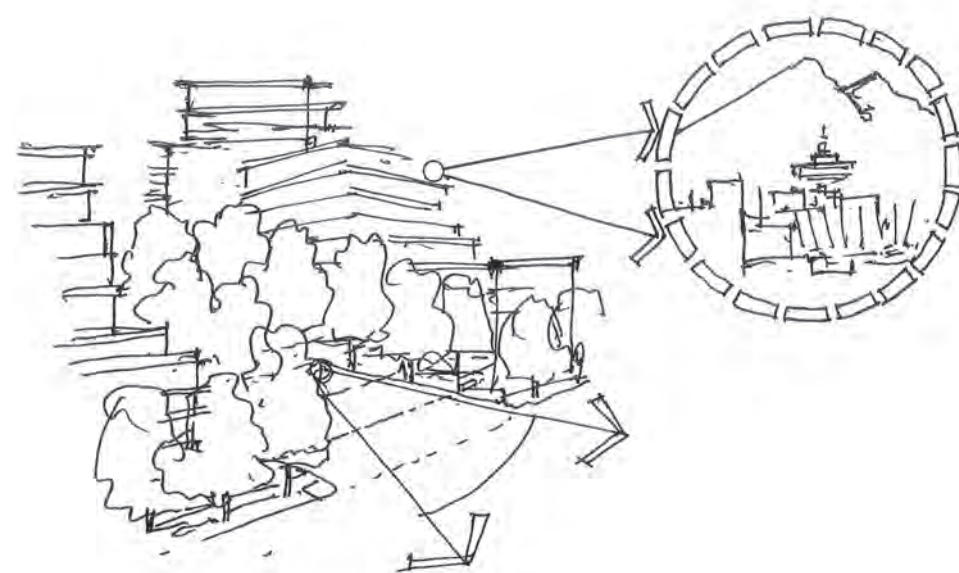
Enhance Broadway as a Great Street

Broadway should be enhanced as a street of special significance—a Great Street—with a series of unique and vibrant places to live, work, visit and play. Street design, new development, public spaces, and businesses should contribute to a delightful experience for everyone and lively gathering places, and help create distinct character areas along Broadway that also serve the local neighbourhoods.



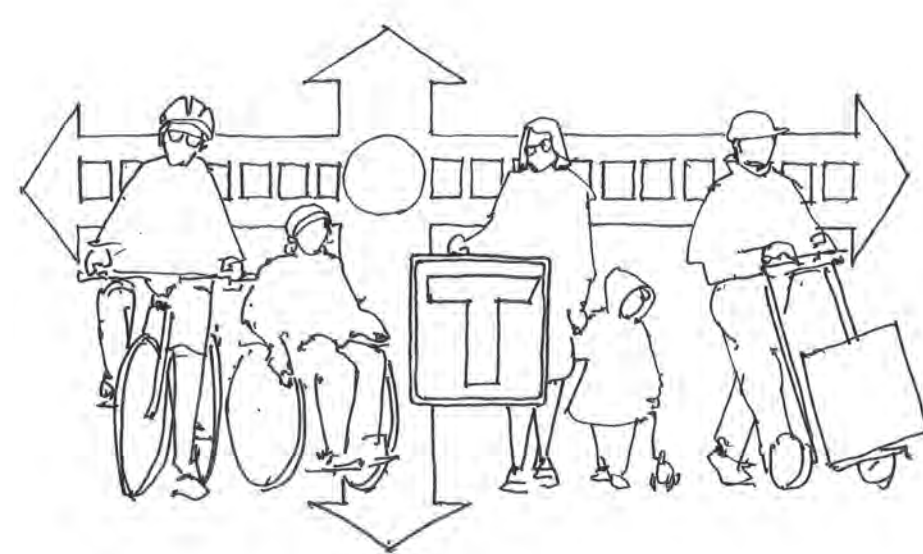
Foster a Robust and Diverse Economy

The amount and diversity of job space should be increased to strengthen Central Broadway as the Province's second largest jobs centre, particularly in the Uptown area. Industrial and mixed employment lands should be retained and foster an evolving creative economy. Key shopping villages and opportunities for small and local businesses should be enhanced, including new neighbourhood-serving shops and services.



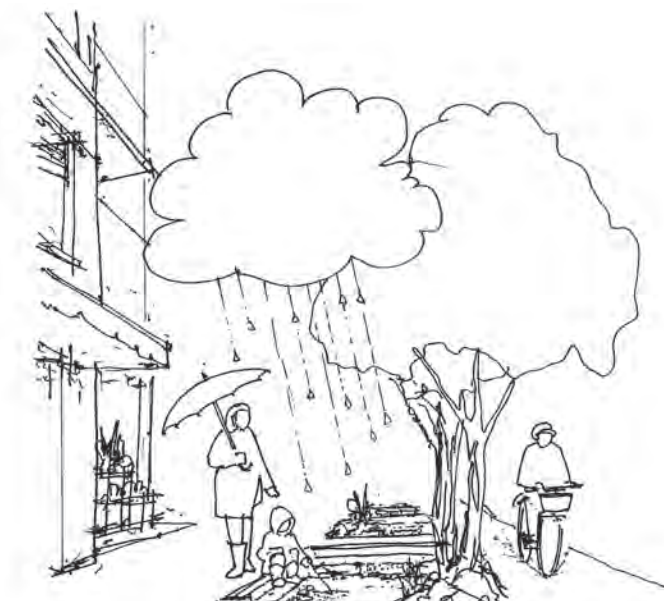
Encourage Contextual Design

New development should include architecture and building forms that respond to the evolving local context, including topography and elements of neighbourhood character (i.e. terracing, access to views and light, green and leafy streetscapes, variety of building materials, gardens, etc.), as well as the new Broadway Subway.



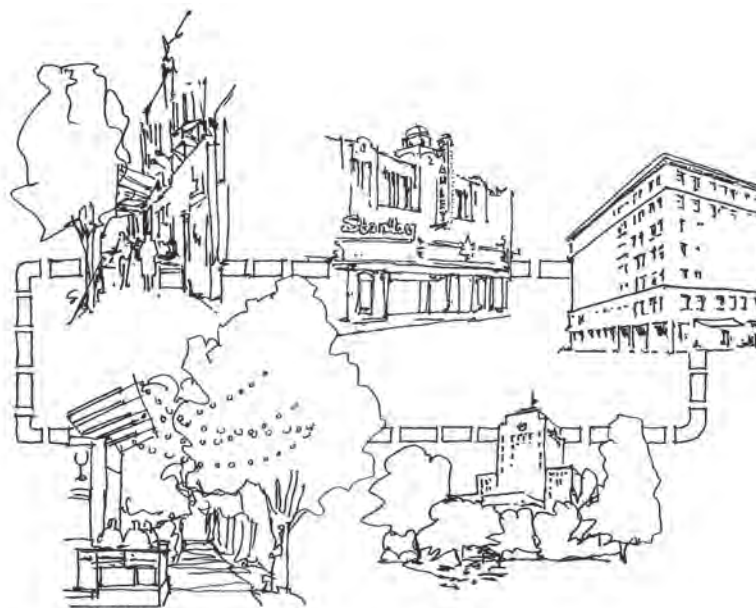
Provide and Support Healthy Transportation Options

A network of Complete Streets should be created to provide people of all ages and abilities with high quality walking, cycling, transit and other shared mobility options, including strong connections to the Broadway Subway stations. Connections within and between neighbourhoods should be enhanced to provide direct access to shops and services, amenities, jobs and transit. Goods movement, loading and servicing needs should be supported.



Demonstrate Leadership in Sustainability and Resilience

New development, streets, parks and public spaces should enhance neighbourhood environmental systems, reduce carbon emissions, and be sustainable and resilient to climate change. An integrated water management approach including green infrastructure should be used to capture, clean and reuse rainwater within watersheds, enhance the natural environment, and provide long term resilience as well as co-benefits such as public space or active transportation improvements. Innovative approaches to reduce carbon emissions in building operation and construction should be introduced, and zero emissions vehicles should be supported.



Recognize and Enhance the Area's Distinctive Neighbourhoods and Places

The distinctive qualities of neighbourhoods, such as green and leafy residential streets, shopping villages, and heritage and cultural resources, should be retained and enhanced, while integrating new housing and job space.



Create and Enhance Parks and Public Spaces

Diverse places for public life should be integrated along key shopping streets and throughout neighbourhoods to foster walkability and human health, and create opportunities for social connection, cultural expression (e.g. public art), recreation and play, and access to nature. Parks and public spaces should respond to local context, such as unique views or adjacent businesses.

Emerging Directions Overview

Leveraging the investment in the Broadway Subway, the Emerging Directions will enable new affordable housing while minimizing tenant displacement, increased and diverse job space, new and improved connections, improved parks and public spaces, and new and renewed community amenities, while recognizing and enhancing the distinctive qualities of the Broadway area. Together, these directions will foster walkability and more affordable, inclusive and equitable complete neighbourhoods connected by the new Broadway Subway. The directions will also strengthen Central Broadway as Vancouver's vibrant second downtown, and enhance Broadway as a Great Street.

How We Arrived at the Emerging Directions



Guiding Principles:

Community Values + Citywide Objectives

COVID-19

Impacts + Recovery

Emerging Directions:

A vibrant second downtown

Walkable, complete neighbourhoods

New and improved connections

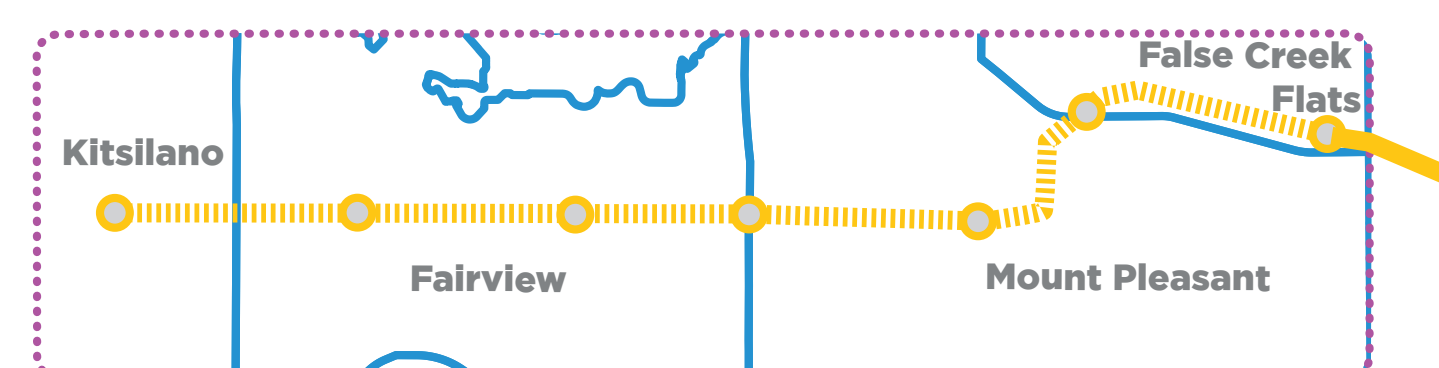
New affordable housing while minimizing tenant displacement

Improved parks and public spaces

Increased and diverse job space

Broadway as a Great Street

New and renewed community amenities



HOW WE GOT HERE

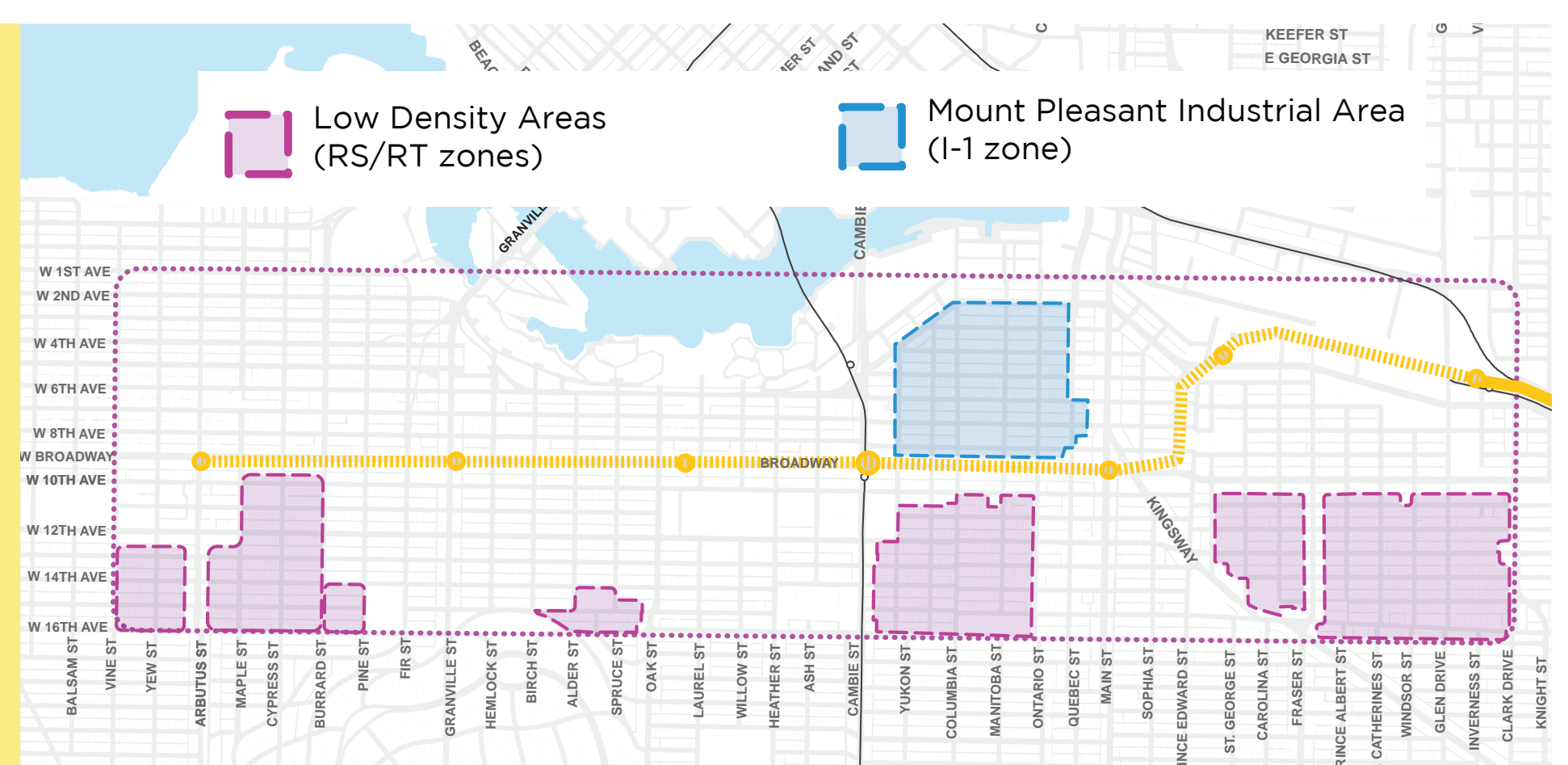
The Broadway Plan Emerging Directions respond to the significant community needs identified through engagement, technical work, and city-wide objectives, and seek to maximize the opportunities associated with the new rapid transit connection to the region. The COVID-19 pandemic has amplified many of these needs and challenges, reaffirming the key directions for the plan.

The Broadway Plan study area has four distinctive neighbourhoods: Fairview, Mount Pleasant and portions of Kitsilano and the False Creek Flats. Each neighbourhood has its own unique qualities and planning priorities to consider. There are recent community plans in some areas (e.g. Mount Pleasant Plan and the False Creek Flats Plan), and the emerging directions seek to build on and enhance these plans to better address current needs and Council priorities.

The emerging directions are shaped by the community values we heard through Phase 1 engagement as well as city-wide objectives from the Climate Emergency Action Plan, Employment Lands and Economy Review, Housing Vancouver Strategy, Transportation 2040, Healthy City Strategy, Culture|Shift, VanPlay, the provisional goals of the Vancouver Plan, and other plans and strategies. The Broadway Plan Guiding Principles are based on these values and objectives, and guide the creation of the plan.

NOTE: Since launching the Broadway planning program in early 2019, through additional analysis and community engagement we heard that the Broadway neighbourhoods in the study area should be planned in a comprehensive and holistic manner. Therefore the following areas previously identified as being excluded from focus areas or addressed through a separate planning initiative are being reviewed as part of the Broadway planning program and are included in the Emerging Directions:

- »Low Density Areas (RS/RT zones)
- »Mount Pleasant Industrial Area (I-1 zone)



Emerging Directions Road Map

The Broadway Plan Emerging Directions are presented in two main sections:

1

PLACES EMERGING DIRECTIONS

Emerging directions for land use policy and place-specific considerations by neighbourhood:

- » Character Areas: general spatial framework for growth and change in the Broadway Plan area
- » Neighbourhood Sub-Areas: future role and emerging directions by sub-area in Kitsilano, Fairview, and Mount Pleasant (including False Creek Flats)
 - » In Fairview the Uptown Sub-Area also includes:
 - Civic Crossroads
 - Views and Heights

2

AREA-WIDE EMERGING DIRECTIONS

Emerging directions for the overall study area by plan topic:

- » At Home
- » At Work
- » Getting Around
 - » Includes Broadway as a Great Street
- » Places for Public Life
- » One Water
- » Heritage
- » Arts and Culture
- » Community Wellbeing
- » Sustainability and Resilience
- » Public Benefits Strategy



The survey questions are in the order of the Emerging Directions sections and topics as shown here.

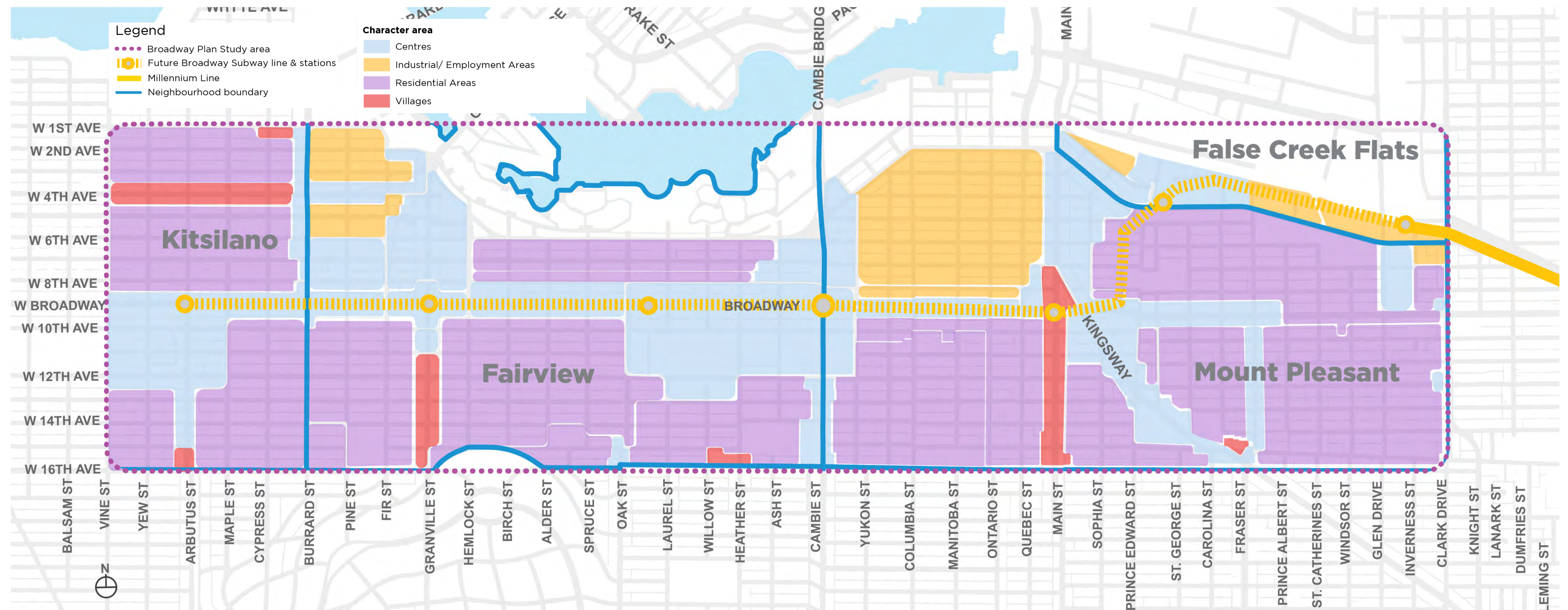
Places: Character Areas

Based on community input and analysis of land use, built form, history of change, and other key considerations, four general character areas have emerged for the Broadway Plan study area: Villages, Residential Areas, Centres, and Industrial/Employment Areas. These places contribute to the community in different ways and have their own unique qualities.

The character areas provide a general spatial framework for how the Broadway neighbourhoods can grow and change to meet community

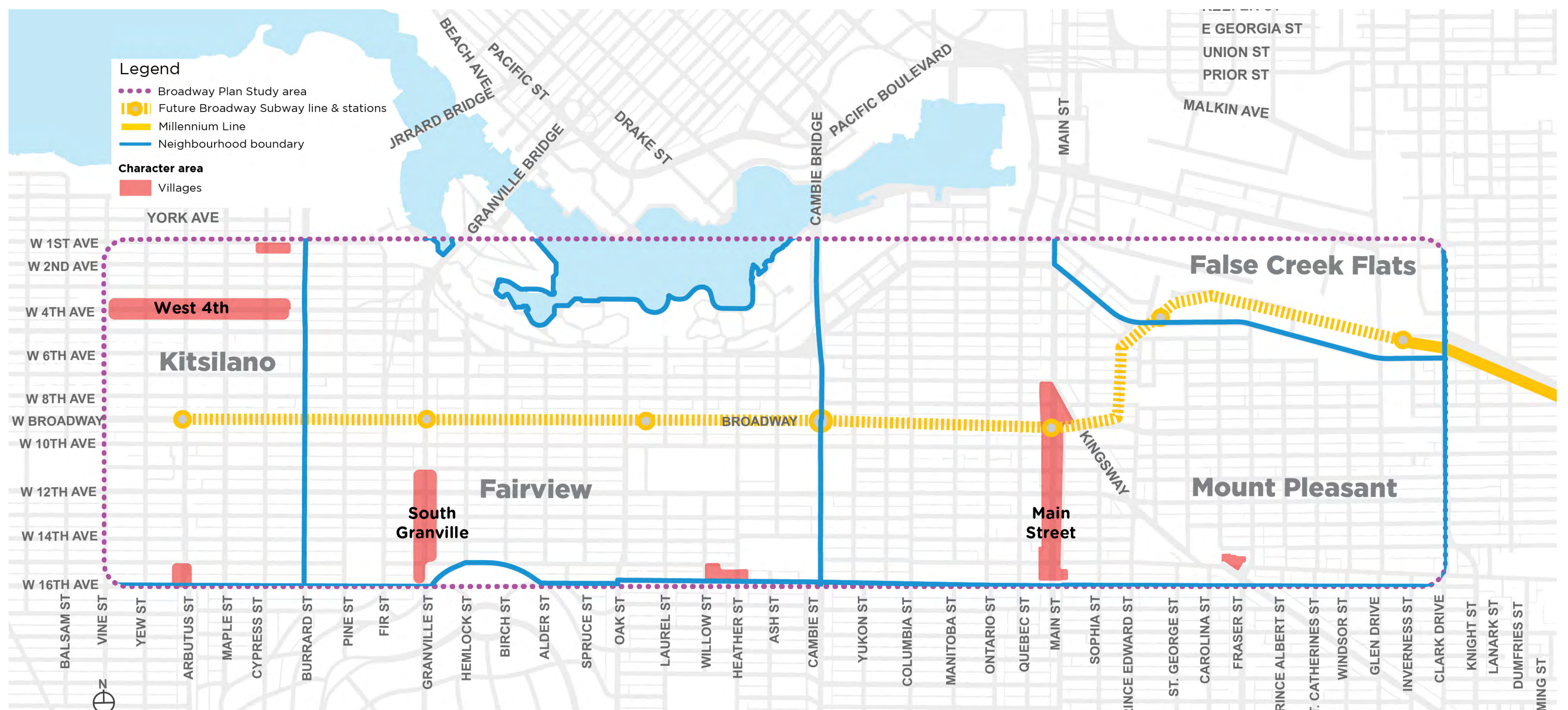
needs. Each character area has an overall role and policy intent, while recognizing the diversity within each of these places.

The existing land use patterns are generally working well in the Broadway area. The emerging directions consider strategic land use changes and intensification to enable new affordable housing, job space, and amenities, and to foster more walkable, complete neighbourhoods.



Villages

The distinctive, primarily low-rise Villages have a variety of local businesses (e.g. retail, restaurants, and small offices), interesting storefronts, and lively sidewalks. Reflecting the local scale and character, these walkable places will provide opportunities to shop, work and play during the day and at night, and will foster a vibrant public life.



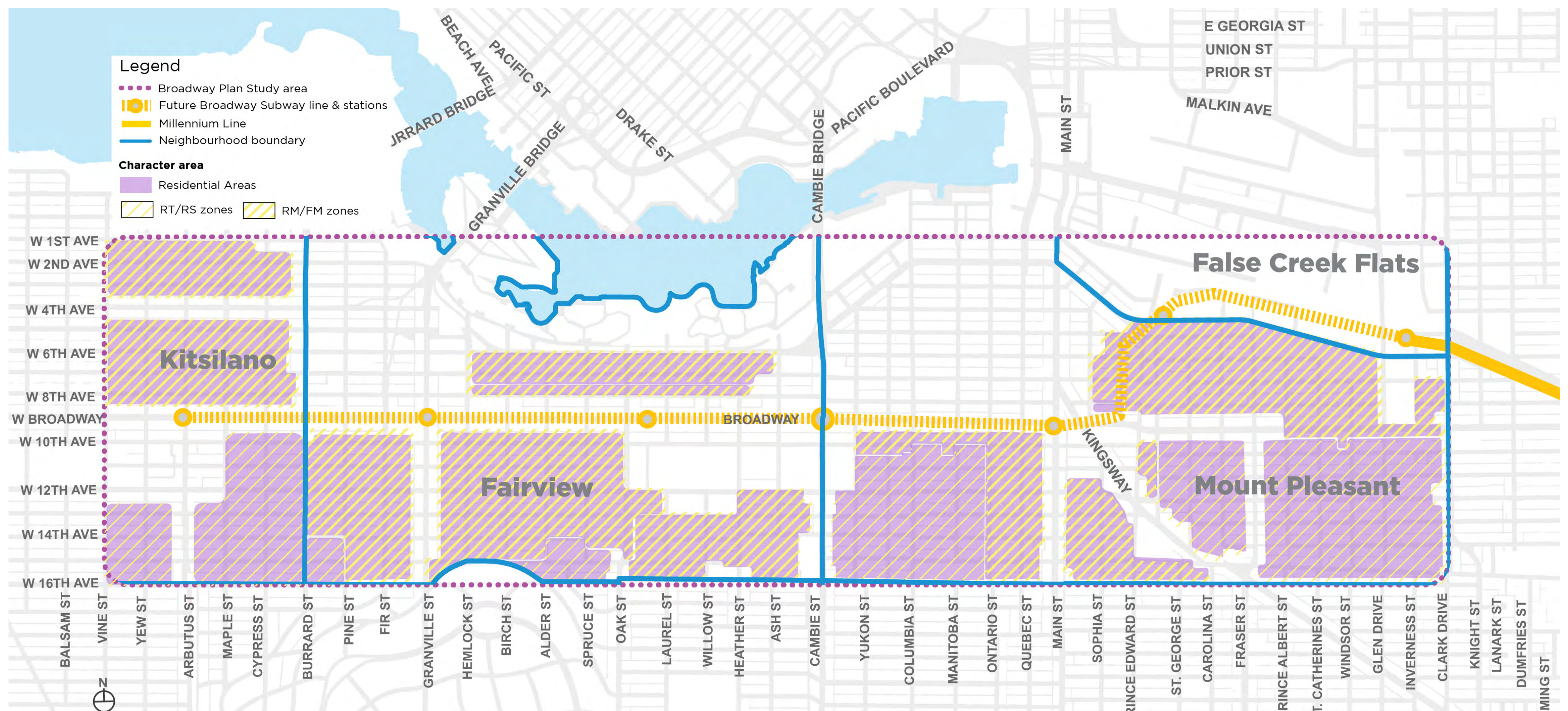
EMERGING DIRECTIONS

- » Recognize and strengthen the West 4th, South Granville and Main Street villages as distinctive local business areas, neighbourhood high streets, and as places to gather and socialize.
- » Retain smaller commercial nodes with local-serving shops and services.
- » Maintain lower building heights for new development to reflect the shopping village character and to maximize sunlight on the sidewalks.
- » Consider limiting new residential development to support the viability of existing businesses.
- » Ensure continuous active commercial frontages with storefronts that enhance pedestrian interest.
- » Explore opportunities to create wider sidewalks, places for gathering (e.g. street-to-plazas), and additional space for patios and store displays.



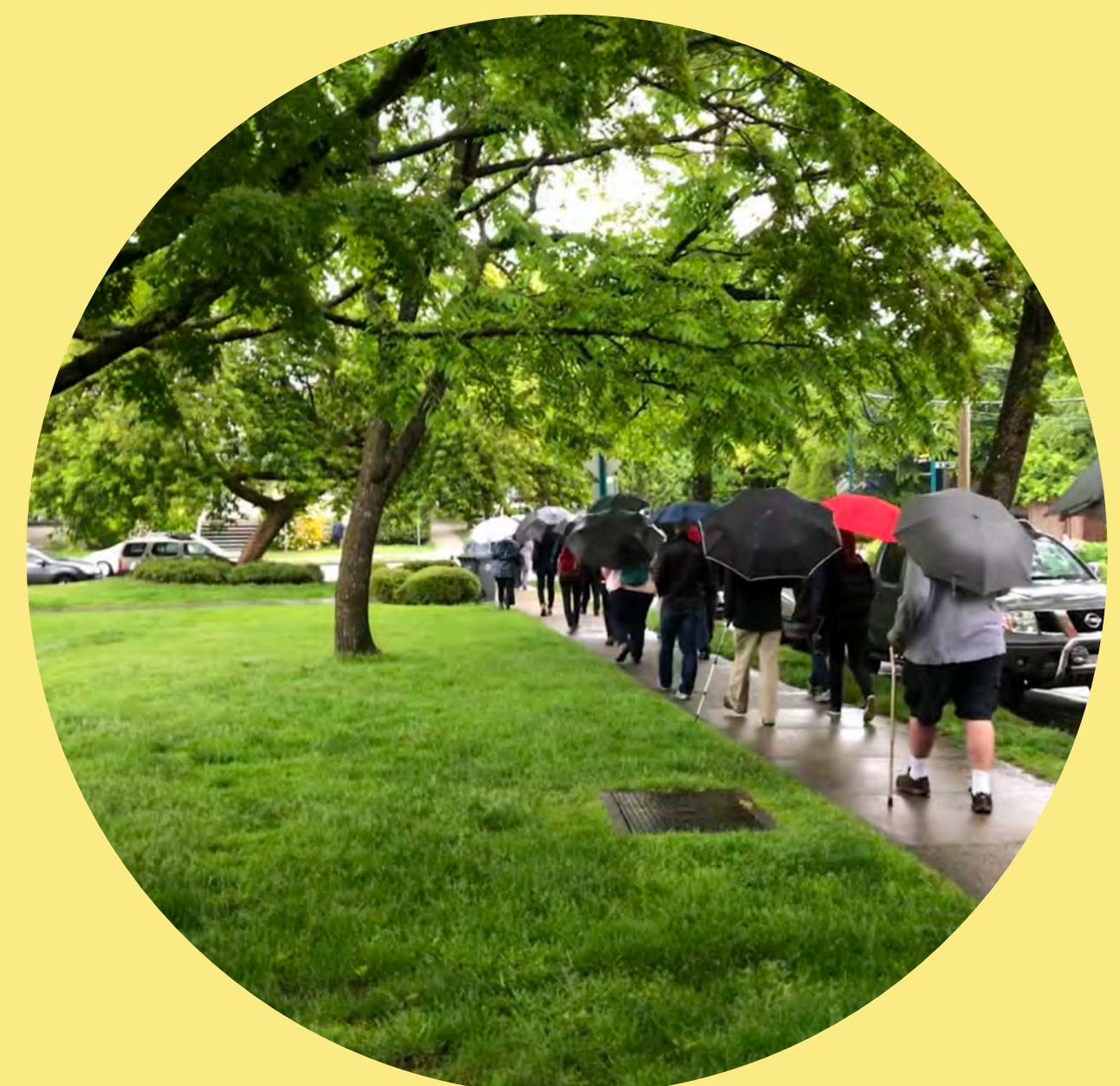
Residential Areas

The Residential Areas have a mix of housing with a green and leafy character and quiet, walkable streets. With a variety of buildings from different eras, these places will retain existing affordability and provide new affordable housing opportunities for a diversity of household types and incomes as well as local-serving shops and services to support complete neighbourhoods.



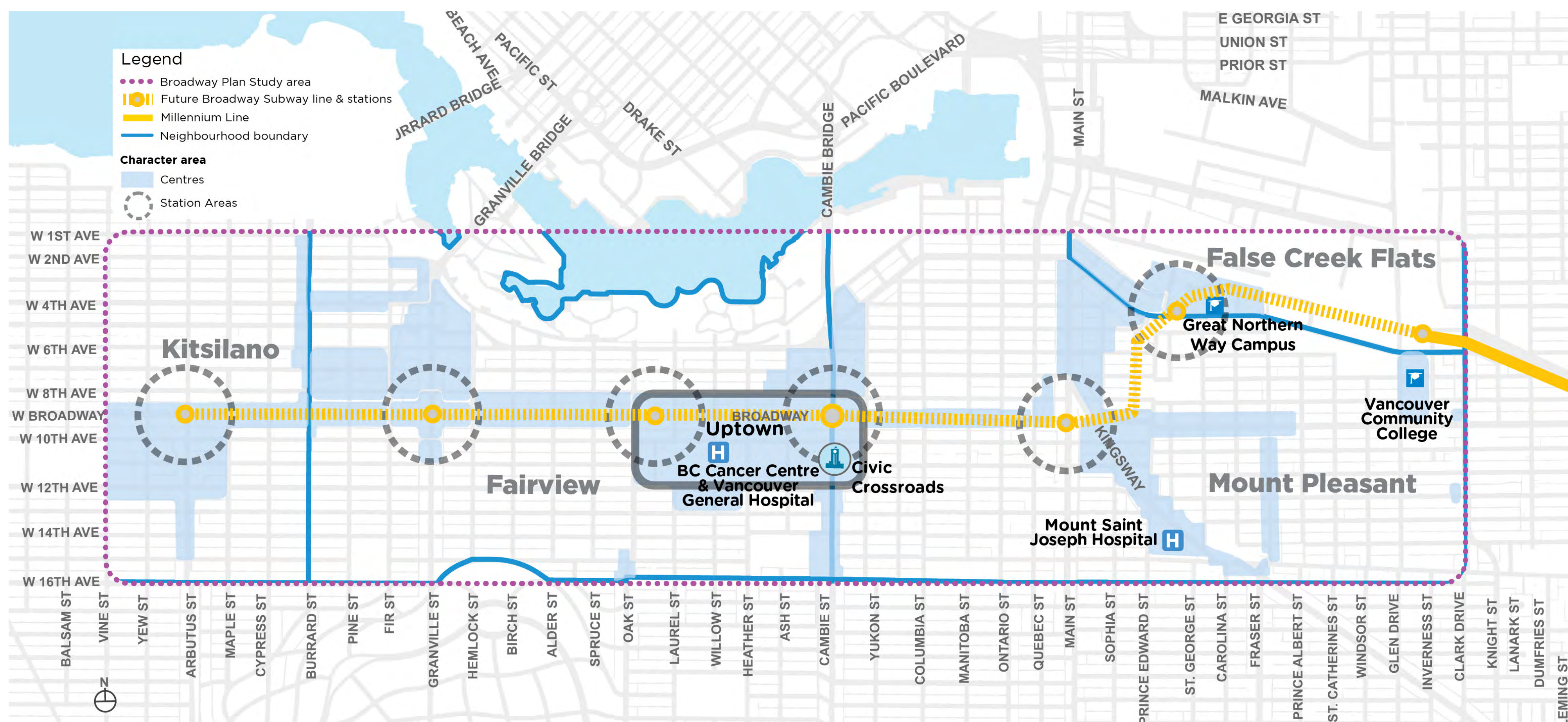
EMERGING DIRECTIONS

- » Provide new affordable housing opportunities, particularly secured rental and social housing, including in off-arterial locations.
- » Maintain the green and leafy character by ensuring landscaped building setbacks and opportunities for large street trees.
- » In the apartment areas (RM/FM zones), retain and carefully renew the existing older rental housing with a focus on maintaining affordability and supporting existing renters to stay in their neighbourhoods, and support additional affordable housing opportunities on limited sites.
- » In the low density areas (RS/RT zones), diversify the housing choice with new rental apartment options while fostering a mix of building types and ensuring incremental change with new growth.
- » Explore opportunities for new local-serving shops and services (e.g. small grocer, café) in strategic locations.



Centres

The Centres are generally the newer mixed-use and commercial areas where the majority of housing and job space has been built in the past 40 years. They also include the larger institutional campuses. Highly accessible and with a varied character, these higher density places will integrate with the Broadway Subway and provide additional opportunities for affordable housing, job space and amenities to meet the needs of the community.



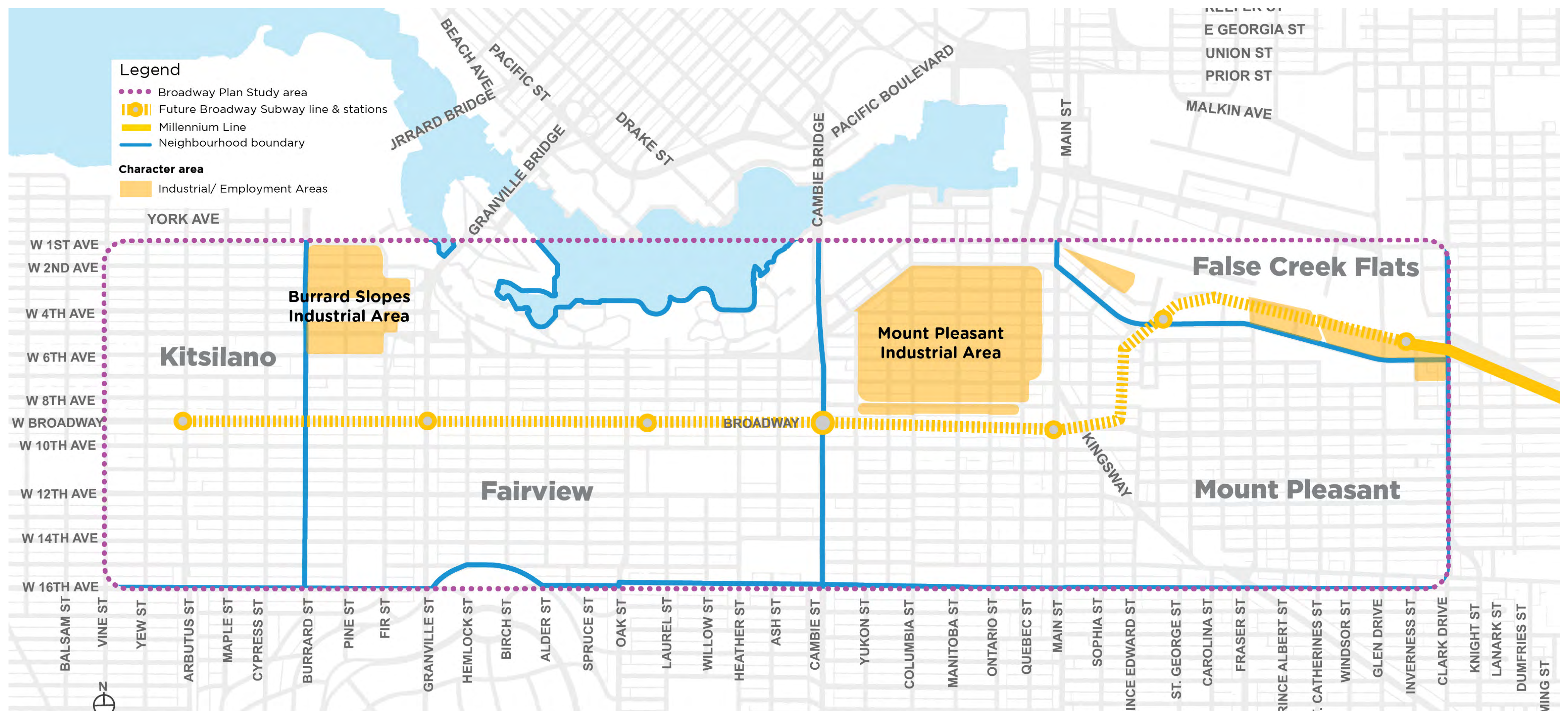
EMERGING DIRECTIONS

- » Strategically locate new affordable housing opportunities, particularly secured rental and social housing, through increased heights and densities.
- » Strengthen Central Broadway as Vancouver's second downtown by providing new opportunities for commercial development through increased heights and densities and by maintaining Uptown as job space only.
- » Integrate the Broadway Subway stations into the surrounding neighbourhood with active commercial uses, wider sidewalks and public realm improvements, and intensify opportunities for new housing and job space in the station areas.
- » Explore opportunities for new development to contribute amenities (e.g. childcare, cultural facility, or park/open space) to help meet community needs.
- » Explore opportunities for new local-serving shops and services (e.g. small grocer, café) in strategic locations.
- » Support the long term expansion and site planning of institutional campuses, such as Vancouver General Hospital, BC Cancer Centre, Mount Saint Joseph Hospital, Civic Crossroads, Vancouver Community College, and the Great Northern Way Campus.



Industrial/Employment Areas

The Industrial/Employment Areas are light industrial and mixed employment districts with an eclectic mix of businesses and building types. These places will provide additional opportunities for job space to support a range of city-serving light industrial businesses and to foster a growing innovation economy.



EMERGING DIRECTIONS

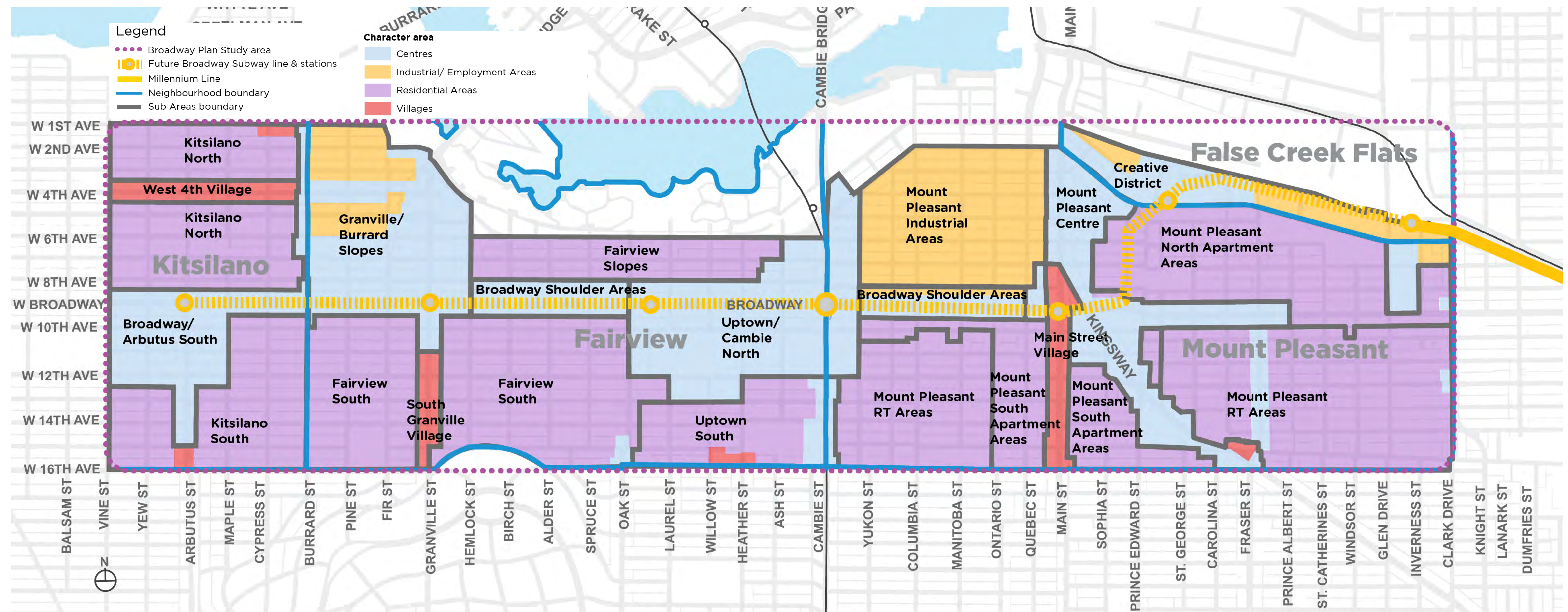
- » Protect industrial and mixed employment lands for employment use and increase industrial capacity to meet future needs over the long term.
- » Explore opportunities to modernize light industrial (production, distribution and repair) uses.
- » Support employment intensification and consider a broader range of uses to foster the growing innovation economy and to provide additional amenities and services for local employees.
- » Recognize and foster arts and cultural spaces.
- » Explore opportunities to enhance the viability of small businesses, e.g. expanded patio space and tasting rooms for breweries.



Neighbourhood Sub-Areas

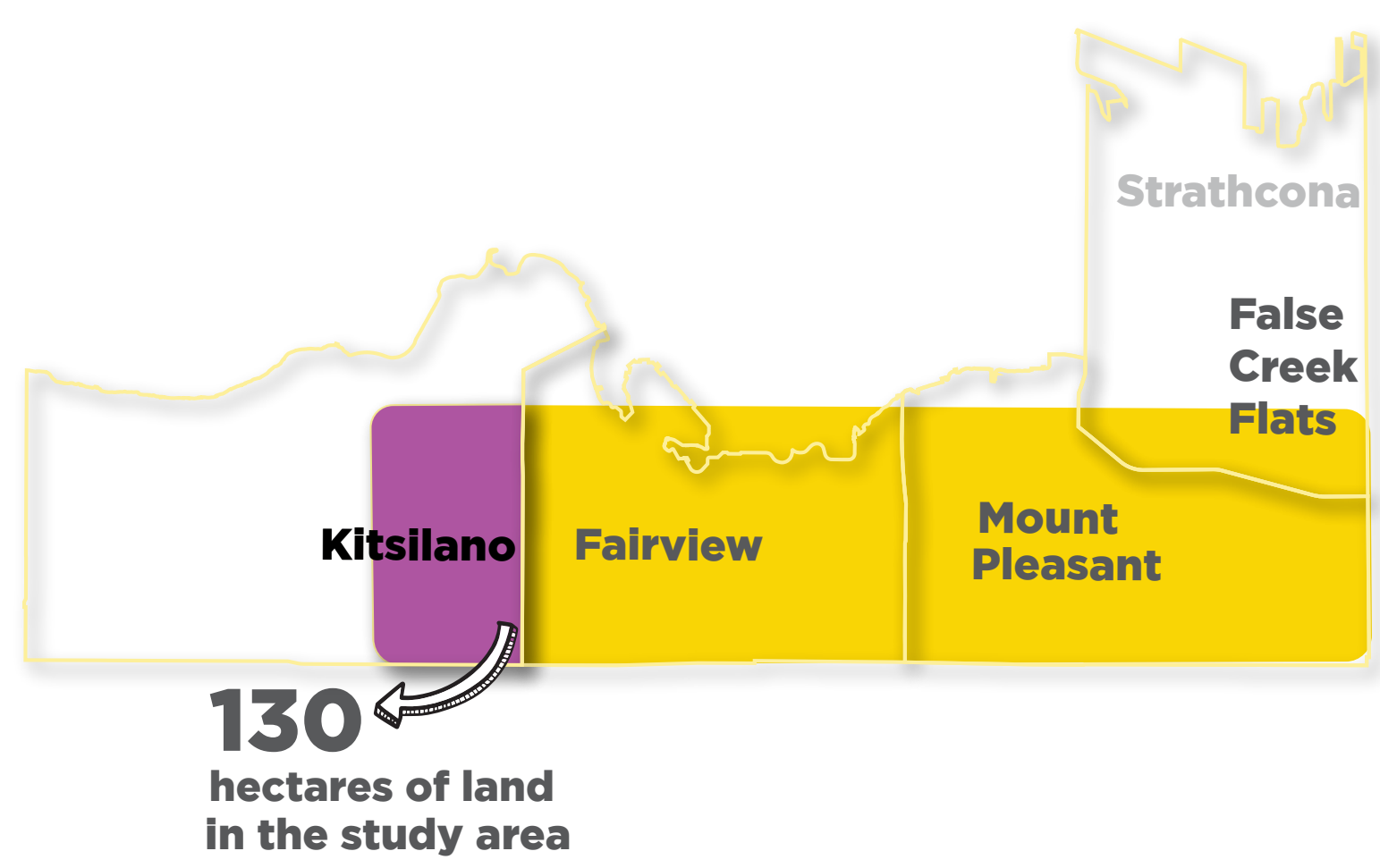
The Broadway planning program takes a neighbourhood-based approach to planning for the area, recognizing the unique qualities and community needs of Kitsilano, Fairview, and Mount Pleasant (including False Creek Flats).

Eighteen neighbourhood sub-areas were identified based on the character areas and the local planning priorities identified through community engagement, city-wide objectives and technical work:

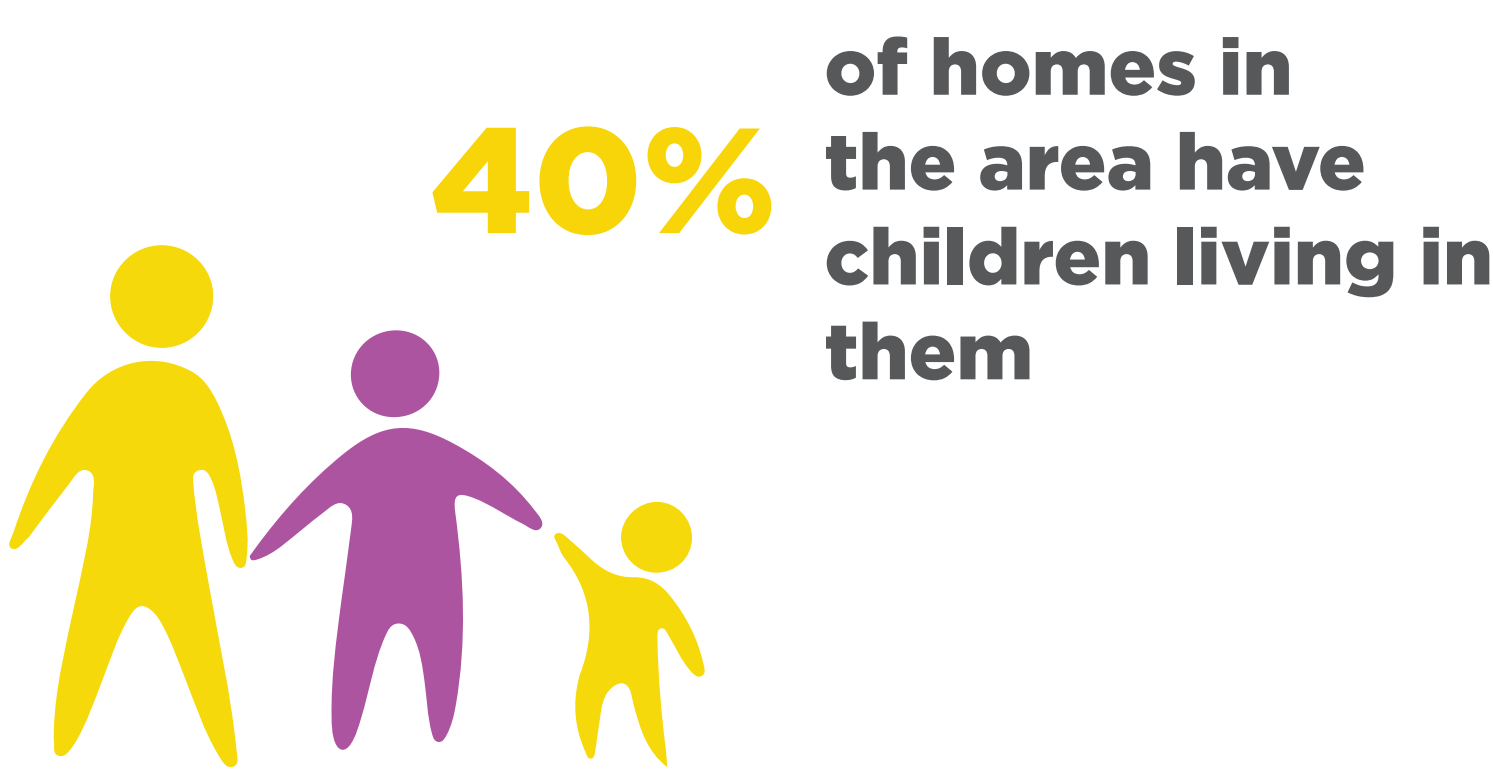
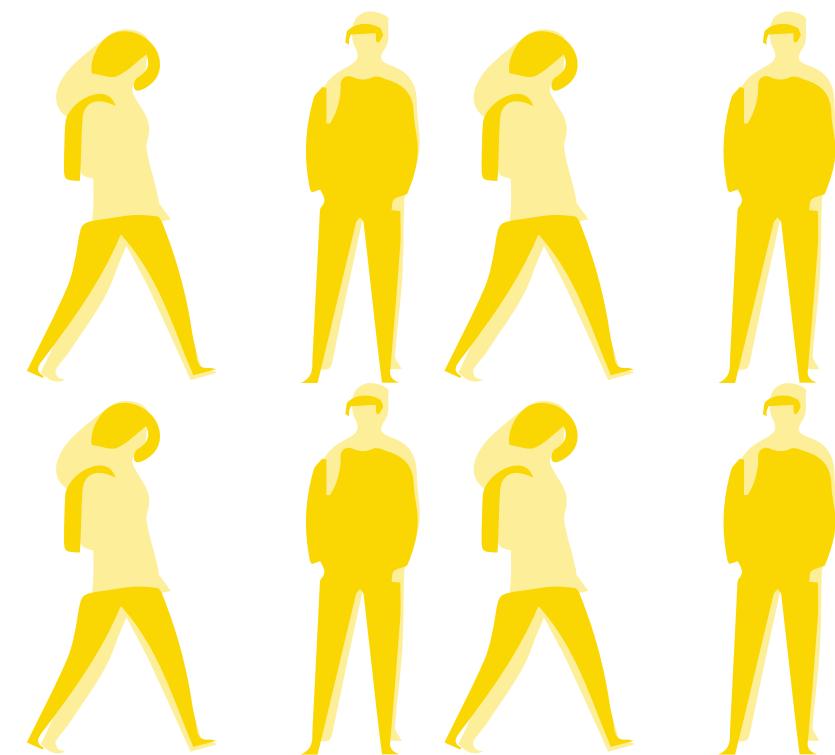


Kitsilano Today

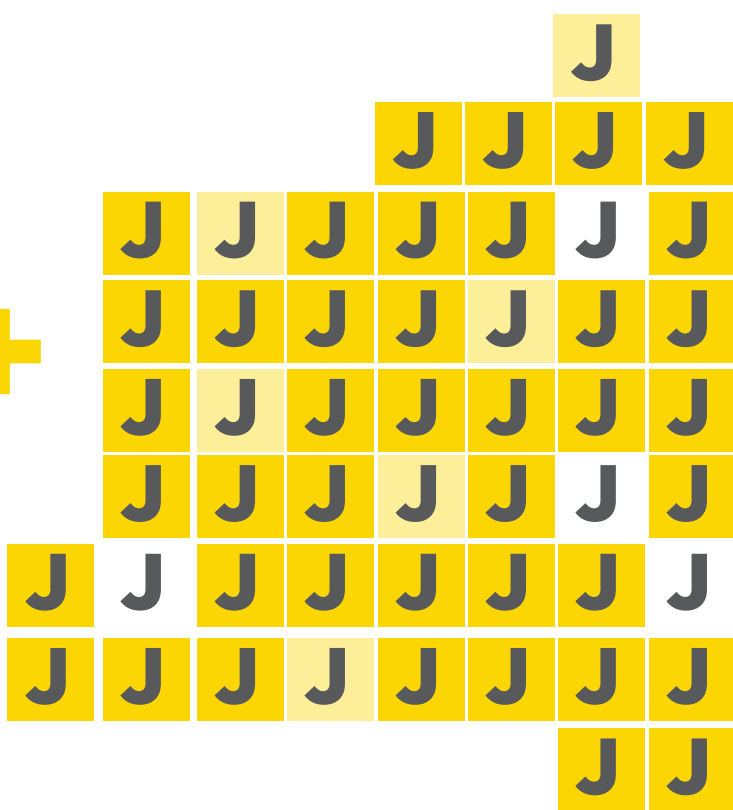
Key highlights of the area



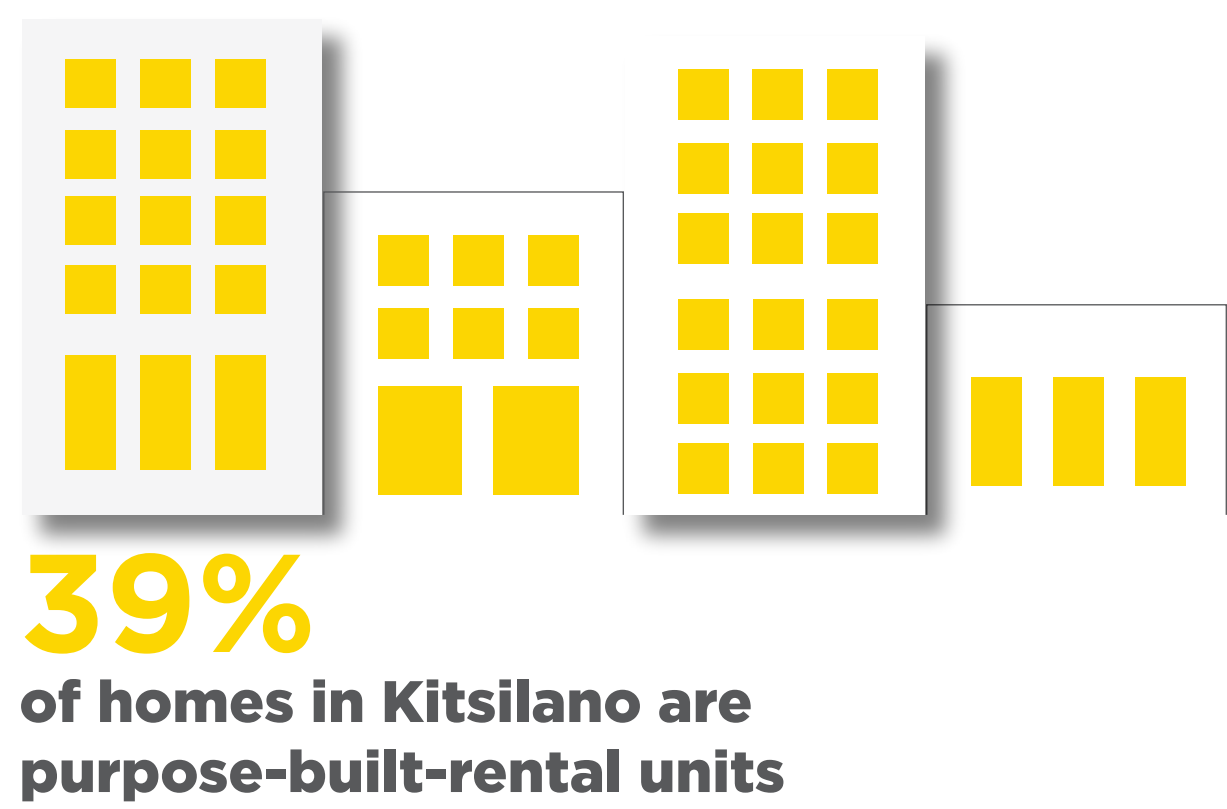
14,500+ PEOPLE LIVING IN THE AREA



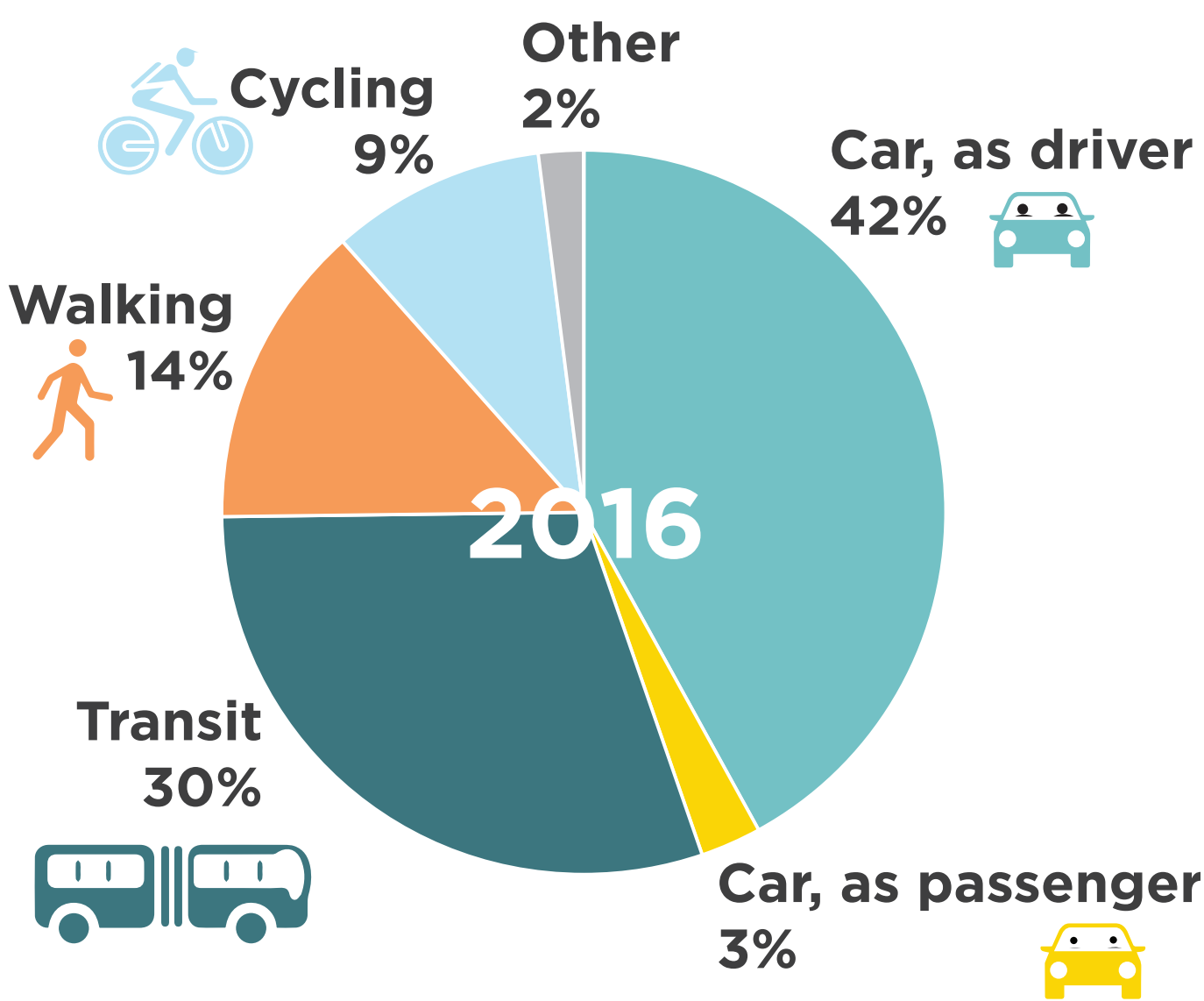
8,450+ JOBS in Kitsilano



W 4th Avenue BIA is home to over 240 businesses.



Kitsilano is home to several historic streams that were eventually buried underground in pipes as the city was built.



Journey to Work Transportation Mode Choice

The Arbutus Greenway is 8.8 km long and supports walking, rolling, cycling and a future street car.

For more information please refer to the Neighbourhood Profiles.

Community Stories Kitsilano

These are sentiments and voices expressed and captured through our community engagement. They are not a singular voice or a direct quote, rather a collage of multiple voices expressing a similar problem or challenge that the Broadway Plan should address.



I want to take transit. I really do. I don't like commuting. I don't like the congestion but what are the alternatives. Maybe I just don't know what other options exist.

GETTING AROUND

Bicycle lanes. We need real bike lanes that are clear and wide. This is what makes it feel safe to bike.



I want to see interesting gardens and plazas and stores and places to sit down. I want sunshine to hit the street where I'm walking.



A PLACE TO LIVE

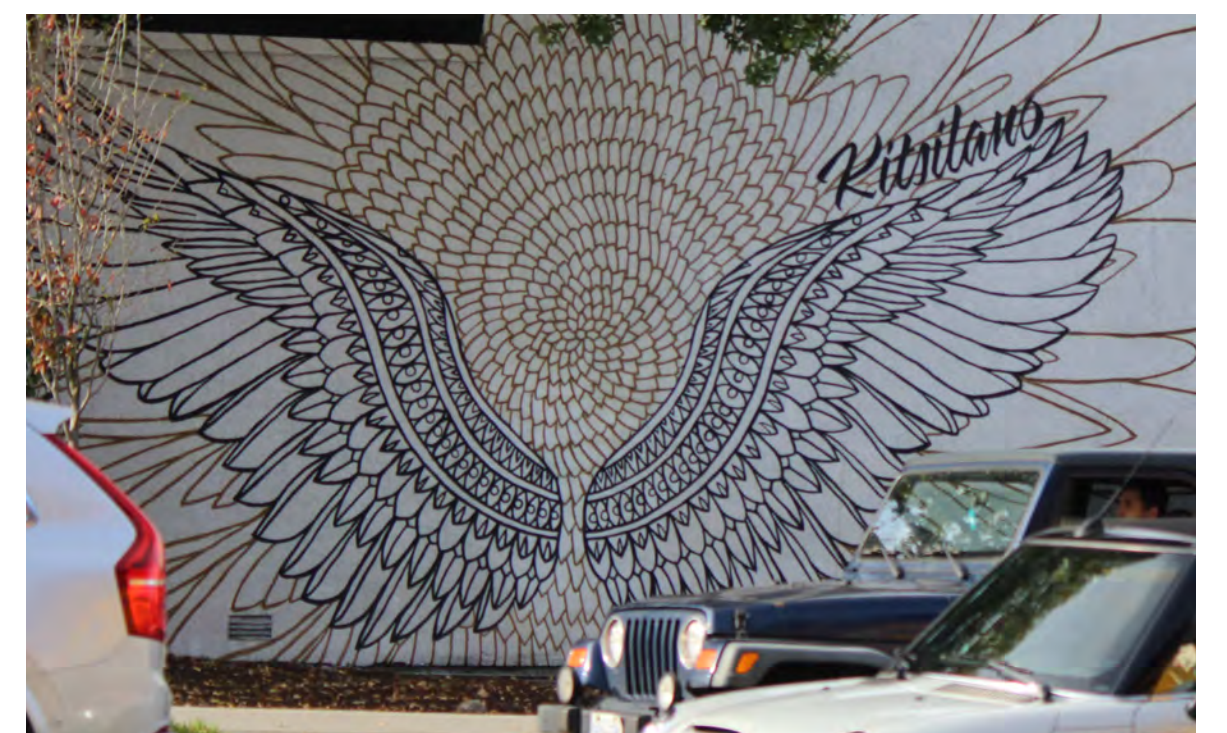
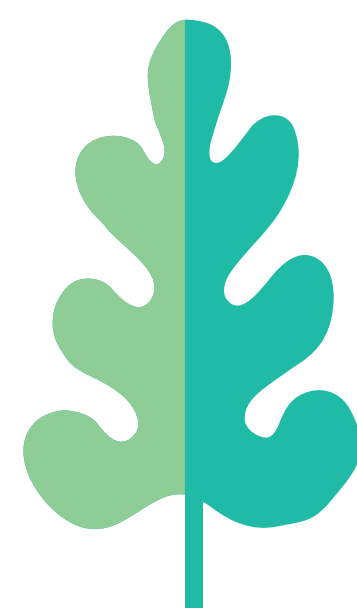
Kitsilano should support a mix of housing for UBCs students, seniors and new families.

ARTS

The west side needs art and music venues. I always have to go east to access this.



The corners and edges of our streets could be so much more. We could have small green spaces and pocket parks. We could have more greenways and rewild our city including planting Indigenous flora and fauna. Roadside meadows and pollinator gardens. These are all things that would make it nicer to walk and to live here.



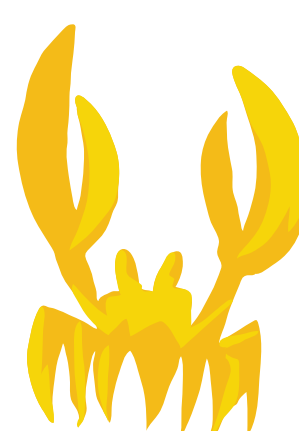
Kitsilano



When I'm out for a walk I don't want everything to look the same. I want to see interesting gardens and plazas and stores and places to sit down. I want sunshine to hit the street where I'm walking.

ACCESS

I want better connections to the water.



COMMUNITY FEEL

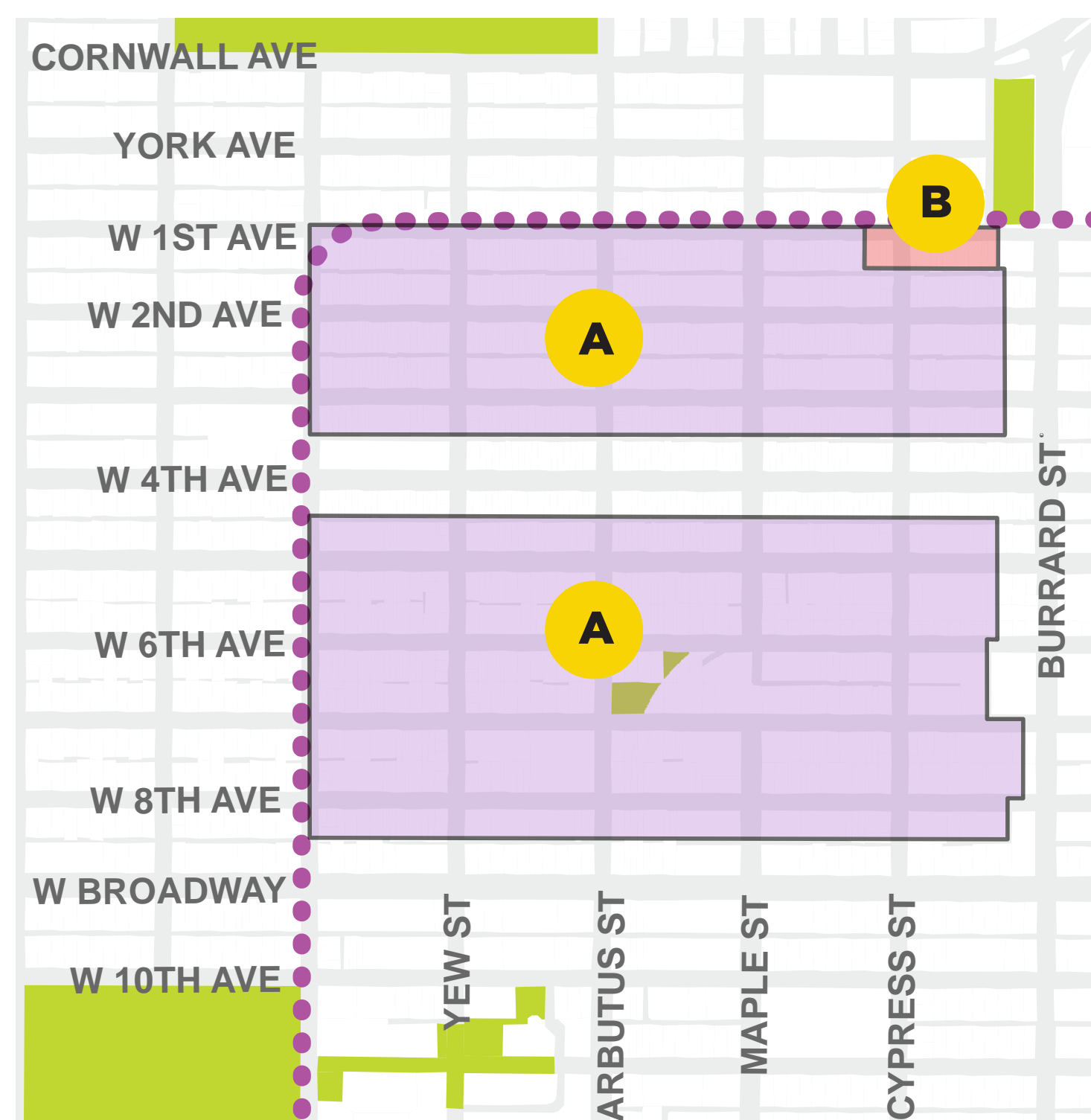
I could imagine streets with gathering places. Small businesses and café's in the public domain. It needs to be interesting.



Illustrations by Jeff Kulak

Kitsilano North

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

■ Village

● Policy area

□ Policy area boundary

Kitsilano North is a primarily residential apartment area with a significant stock of older rental housing. It has a variety of building types and styles that contribute to architectural diversity. Residential streets have landscaped setbacks and gardens, and large mature street trees. Housing in the area includes a mix of character and heritage houses, many older 3-4 storey rental apartments, social housing, and newer strata ownership townhouses and apartments. There are a handful of small-scale cafés and grocers sprinkled throughout the residential areas, and a mixed-use commercial node on West 1st Avenue near Burrard Street. The Arbutus Greenway passes through the area, curving from a north-south alignment to east-west at Delamont Park.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The green and leafy streets, mix of housing types, and buildings from different eras contribute to a cherished neighbourhood character.
- » The area has a significant stock of older rental housing, close to jobs, services and amenities, which is aging and in need of renewal. Rental rates continue to rise, and there is a very low vacancy rate (<1.5% in recent years).
- » There are significant concerns around potential displacement of existing rental tenants, through renovations and/or redevelopment.
- » A need for additional rental housing, including for families with children, close to rapid transit.

FUTURE DESIRED ROLE

Strengthen Kitsilano North as a walkable primarily residential area with diverse housing options by providing strategic opportunities for new affordable housing, while encouraging retention and renewal of existing older rental housing.

EMERGING DIRECTIONS

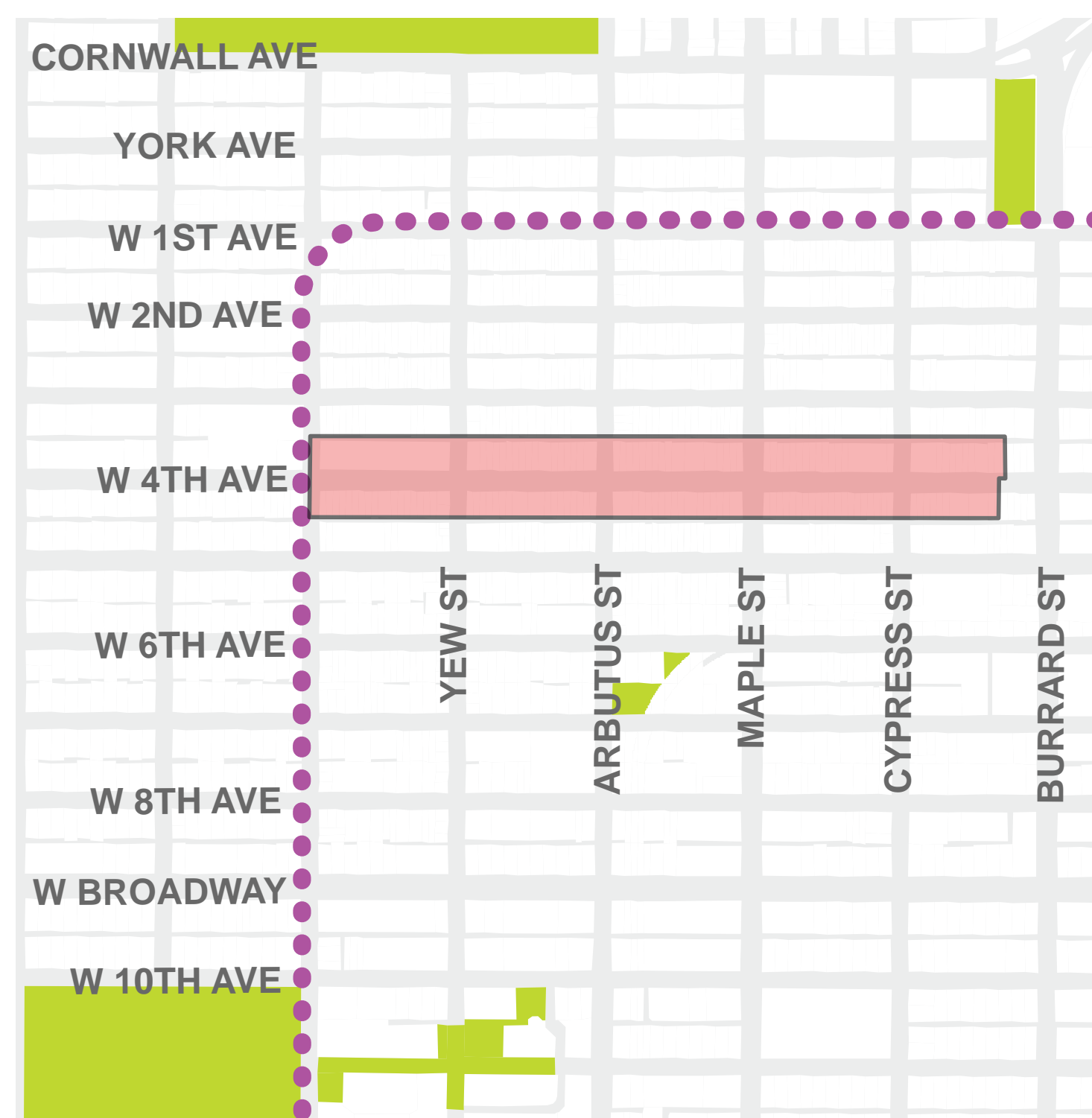
» In Area A:

- » Retain the distinctive green and leafy character with a variety of buildings from different eras.
- » Support the retention and careful long-term incremental renewal of the older rental housing by considering a modest increase in height and density for secured market and below-market rental on sites with existing rental units. In all cases, affordability will be maintained and renters will be supported so they are not displaced from the area.
- » Consider increased height and density for affordable housing (e.g. secured rental or social housing) on sites without existing rental units.
- » Support increased height and density to renew and expand social and co-op housing, and enhance affordability where possible, on City- or non-profit owned sites.
- » Explore opportunities for new local-serving shops and services in select locations (e.g. key walking streets, greenways, etc.).

» In Area B, maintain the permitted height and density for the small mixed-use node on West 1st Avenue near Cypress Street.

West 4th Village

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Village

□ Policy area boundary

Serving as the neighbourhood high street, West 4th Village is a popular Kitsilano shopping area for locals and visitors due to its diverse range of small and local businesses, including retail, services, restaurants and cafés, and a lively public life. The buildings are generally low in scale, 1-3 storeys, and have engaging street frontages with large transparent windows, patios and store displays. Newer developments are limited, and have been both commercial and mixed-use (residential with commercial at grade).

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » West 4th is generally working well today as a neighbourhood high street, as well as a destination shopping and dining street, with its diverse and unique local businesses.
- » It is cherished by local residents and visitors as a great place for shopping, dining and socializing. The interesting storefronts provide for an enjoyable walking experience.
- » The shopping street provides an important neighbourhood amenity and contributes to the area's distinctive character and sense of community.
- » Challenges include narrow sidewalks and a need for gathering places with public seating, patios, etc.

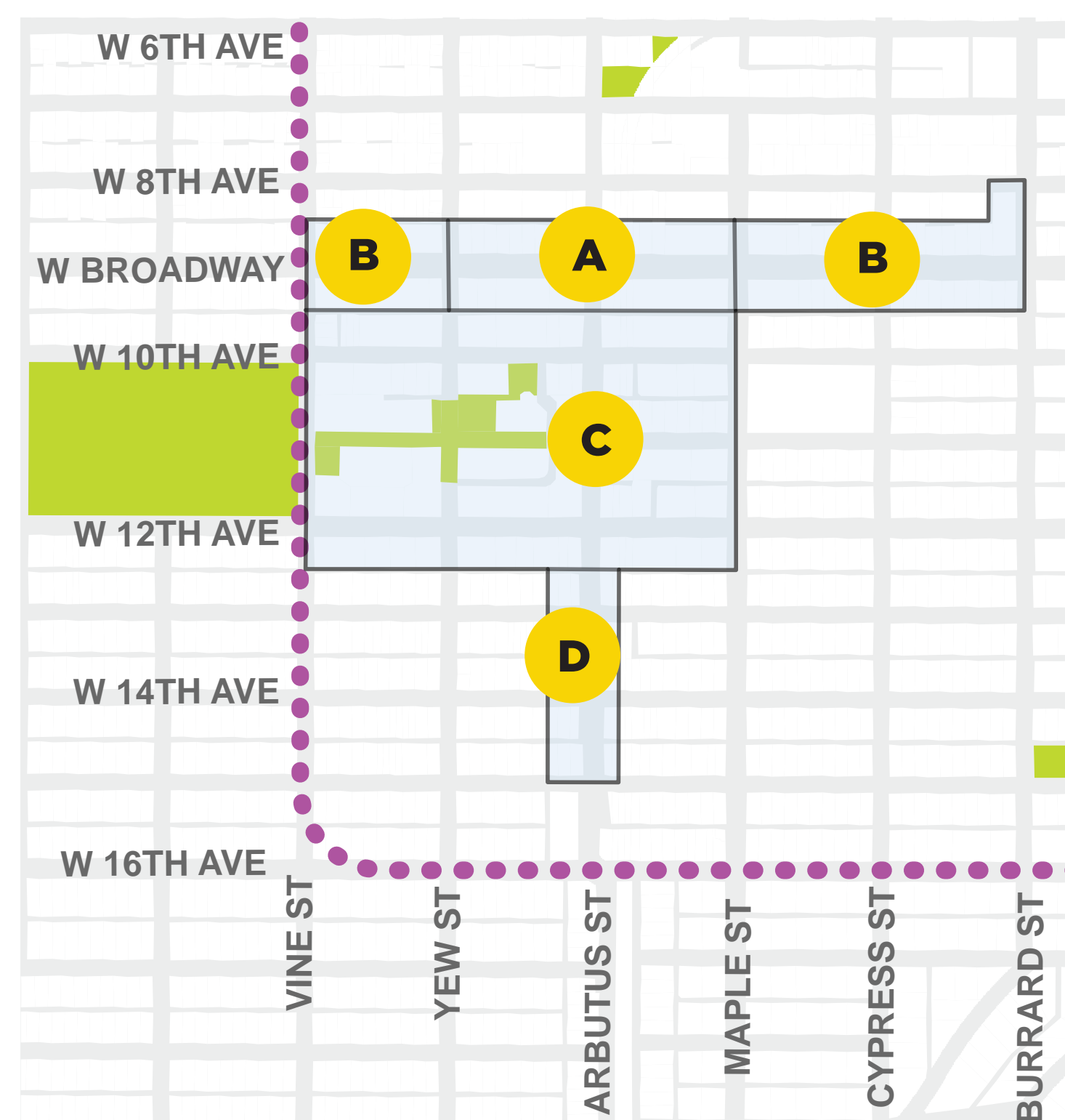
FUTURE DESIRED ROLE

Strengthen West 4th Village as an eclectic shopping street with a diversity of local businesses where locals and visitors alike can shop, work and play.

EMERGING DIRECTIONS

- » Retain the low-scale village character by generally maintaining the permitted height and density.
- » Consider limiting new residential development to support the viability of existing businesses.
- » Encourage continuous active ground floor commercial frontages.
- » Continue to require narrow frontages for ground floor commercial uses, except where pedestrian amenity or interest can be enhanced.
- » Explore opportunities for public space improvements to create wider sidewalks, additional space for store displays and patios, and places for gathering (e.g. street-to-plaza).

Broadway/Arbutus South *Tomorrow*



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

● Policy area

□ Policy area boundary

Broadway/Arbutus South is a mixed-use area with a significant concentration of job space, as well as housing, shops and services. Along Broadway are several older office buildings and newer mixed-use strata developments, up to seven storeys. Arbutus Street has newer low-rise mixed-use development with shops, services and restaurants at grade. Off Arbutus is a mix of housing, office buildings, independent schools, and a handful of heritage sites, as well as the Arbutus Greenway running north-south. Developed in the late 1990s on former industrial land, Arbutus Walk comprises four blocks of mid-rise apartments and townhouses, surrounded by green space, tree-lined streets and walking paths.

PRIORITIES

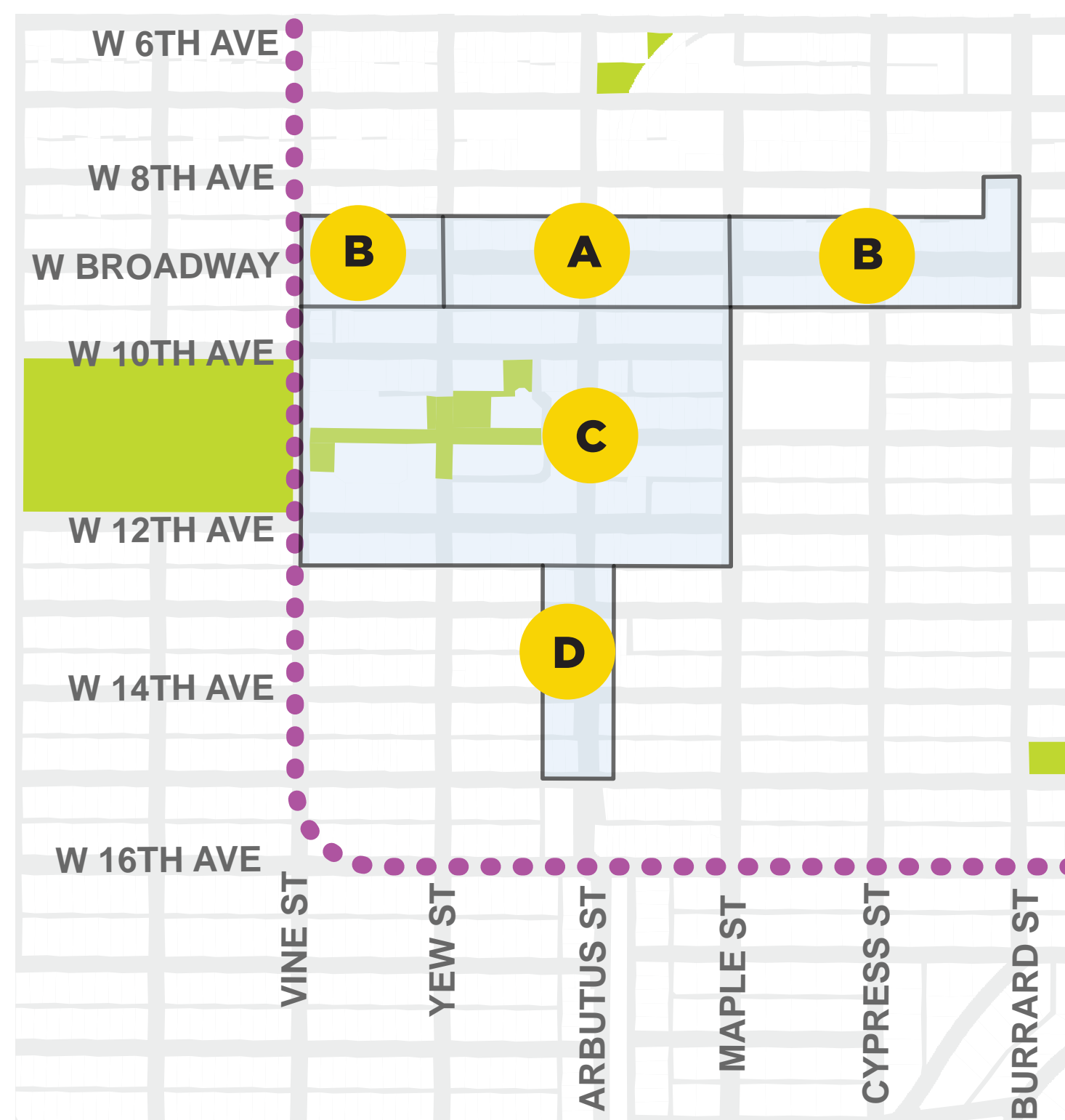
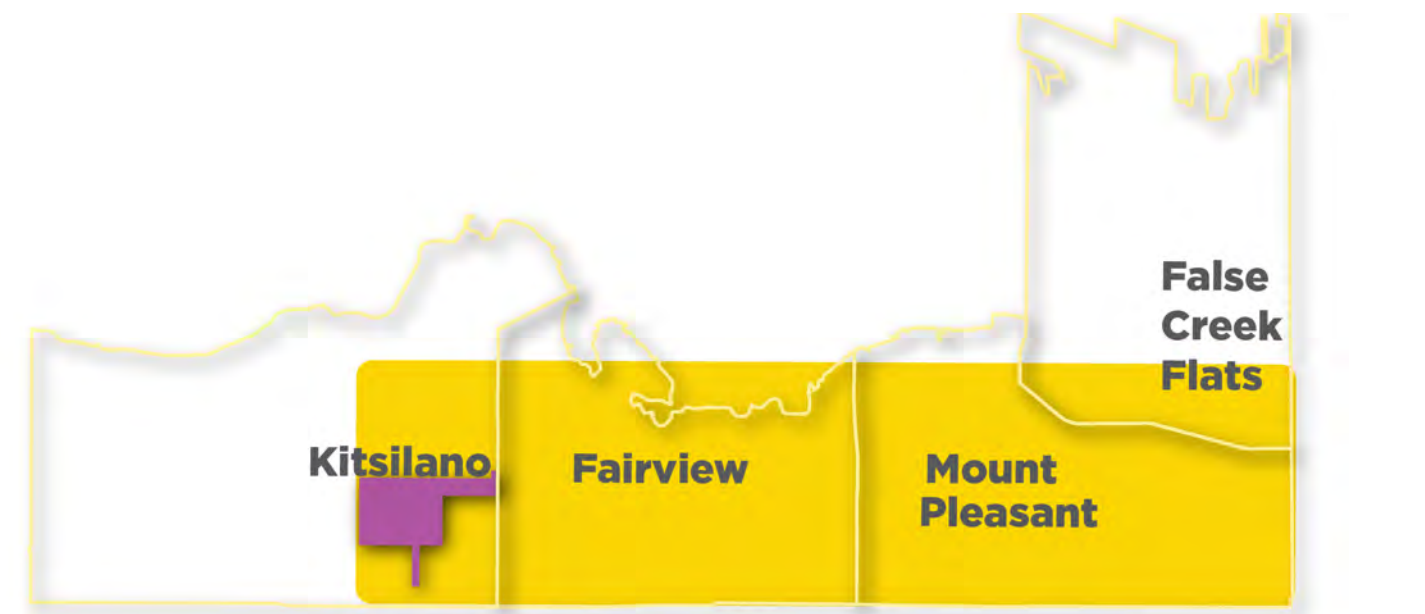
Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » There is a need for job space and affordable housing close to rapid transit, including secured rental and social housing options.
- » There is a need for services and amenities to support a growing population, such as childcare and cultural facilities.
- » This area provides opportunities for new housing, job space and amenities while minimizing displacement of existing rental tenants.
- » Broadway is perceived as lacking character and activity. In places it has narrow sidewalks and/or lacks street trees, and inactive ground floor uses limit pedestrian interest and vibrancy.
- » Arbutus Station on the northeast corner of Arbutus Street and Broadway will be the western terminus of the Broadway Subway, until the rapid transit line is extended to UBC. In the interim period the station will be integrated with a bus loop for the 99 B-Line.
- » Arbutus Street south of West 12th Avenue has narrow sidewalks and lacks a buffer from vehicular traffic on some blocks for people walking, particularly on the west side.

FUTURE DESIRED ROLE

Strengthen Broadway/Arbutus South as a vibrant, walkable mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, amenities and local-serving commercial uses.

Broadway/Arbutus South *Tomorrow*



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

● Policy area

□ Policy area boundary

EMERGING DIRECTIONS

» In Area A:

- » Consider increased height and density for station area mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » Work with the Province of BC and TransLink to integrate the Arbutus Station and interim bus loop with the Arbutus Greenway, nearby active commercial uses, and public space improvements.

» In Area B:

- » Consider increased height and density for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).

- » In Areas A and B, require a minimum job space component (e.g. office above retail) for mixed-use development.

» In Area C:

- » Consider increased height and density on limited sites for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).

- » Require a minimum job space component for mixed-use development on sites with existing job space.

- » Encourage continuous active ground floor commercial frontages along Arbutus Street.

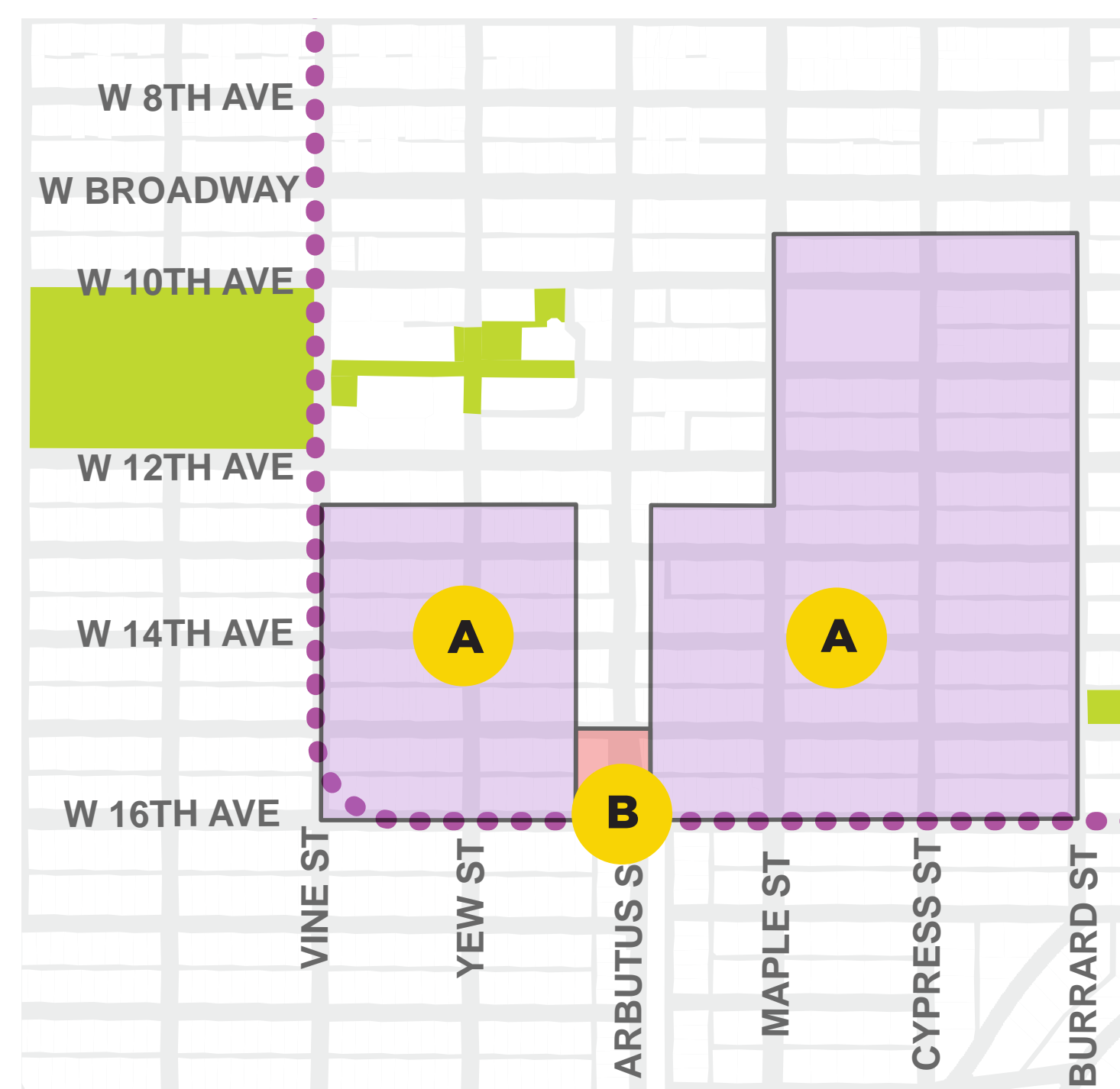
» In Area D:

- » Strengthen both sides of Arbutus Street as a more walkable, mixed-use street with new housing opportunities and continuous active ground floor commercial frontages.
- » Consider increased height and density for affordable housing (e.g. secured rental or social housing).

- » On the east side of Arbutus Street, explore opportunities to wrap active ground floor commercial uses to animate and serve the Arbutus Greenway.
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.

Kitsilano South

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

■ Centre

● Policy area

□ Policy area boundary

Kitsilano South is a residential area with green and leafy streets and low-density primarily ownership housing, including single-family houses, duplexes, multiple conversion dwellings and small-scale strata developments. Secondary rental units, such as basement suites and suites in older houses, are sprinkled throughout the area. The area has a concentration of heritage buildings, particularly east of Arbutus Street, which contribute to the neighbourhood character. Between Broadway and West 12th Avenue is Lord Tennyson Elementary School. Burrard Street is a busy arterial that separates Kitsilano South from the Fairview apartment area to the east.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The area primarily has low-density ownership housing, such as single-family housing, duplexes or small multiple dwellings. Conversely there is a lack of affordable housing. Rental housing generally comprises secondary rental units or units in multiple conversion dwellings.
- » There is a desire for greater housing choice in the area, including purpose-built rental and social housing options.
- » Further away from Arbutus Street and Broadway there is a lack of local-serving shops and services within an easy walk or roll.

FUTURE DESIRED ROLE

Enhance Kitsilano South as a primarily residential area with more diverse housing options by providing opportunities for new rental housing, including off-arterial locations, while fostering a mix of building types as the area grows and evolves.

EMERGING DIRECTIONS

» In Area A:

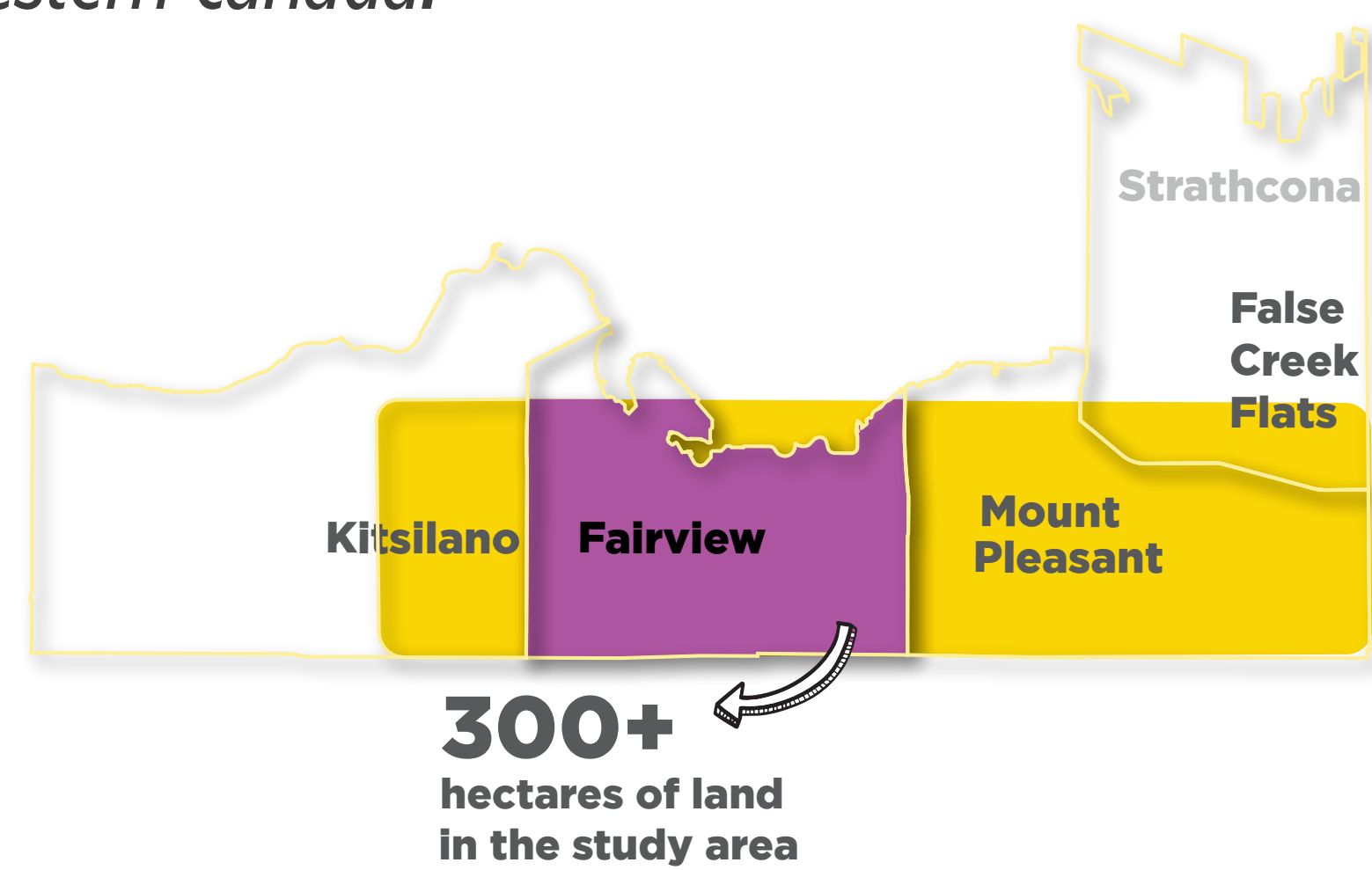
- » Foster a distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings and ensuring incremental change with new growth.
- » Consider increased height and density for affordable housing (e.g. secured market and below-market rental apartments).
- » Explore opportunities for new local-serving shops and services in select locations (e.g. key walking streets, greenways, etc.).

» In Area B, maintain the permitted height and density for the small mixed-use node on Arbutus Street south of West 15th Avenue.

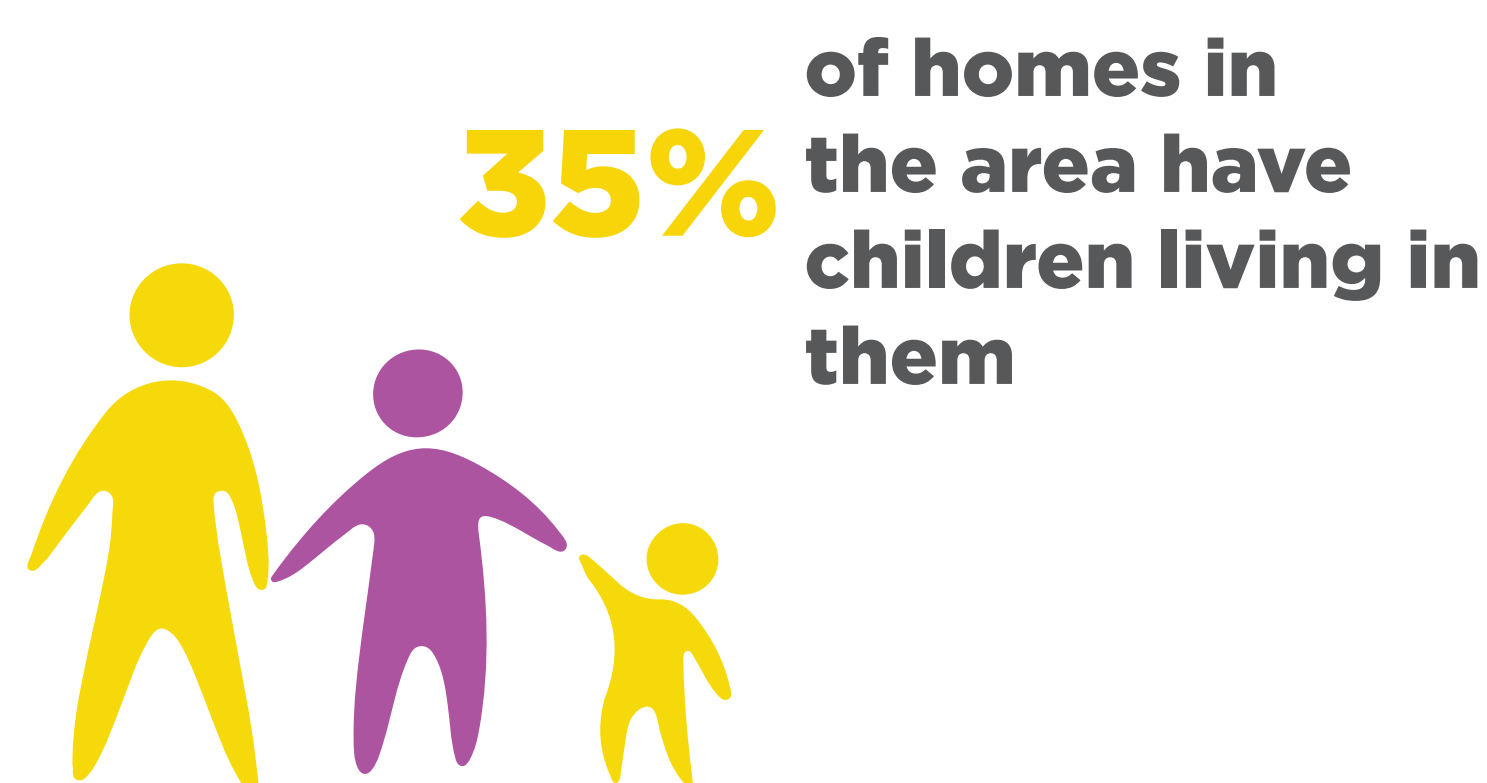
Fairview Today

Key highlights of the area

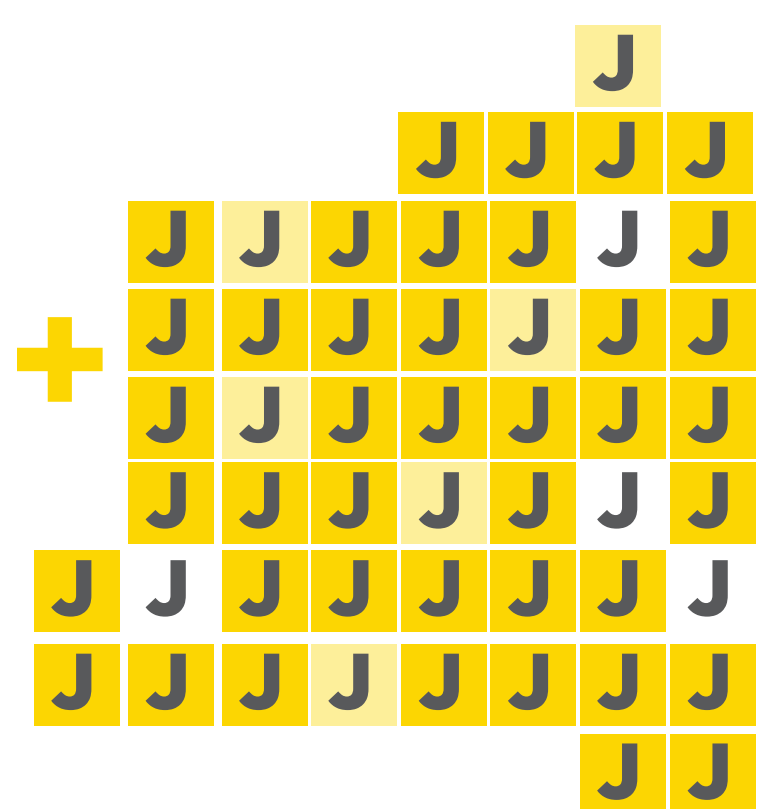
Vancouver General Hospital is located in Fairview and is the largest hospital in Western Canada.



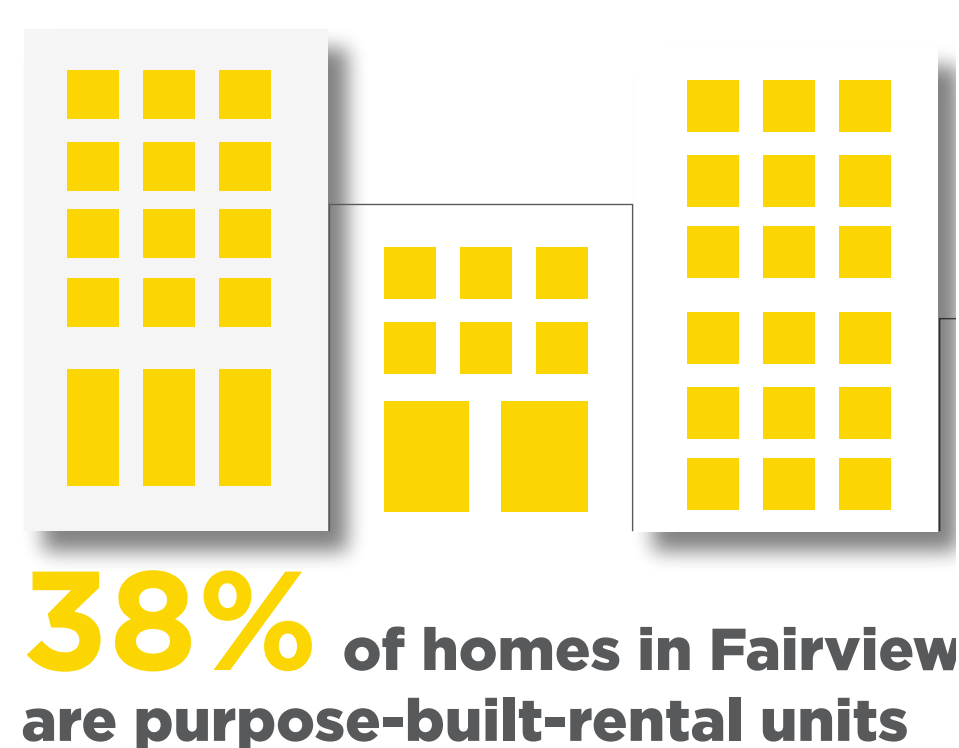
33,000+ PEOPLE LIVING IN THE NEIGHBOURHOOD



45,180+ JOBS In Fairview

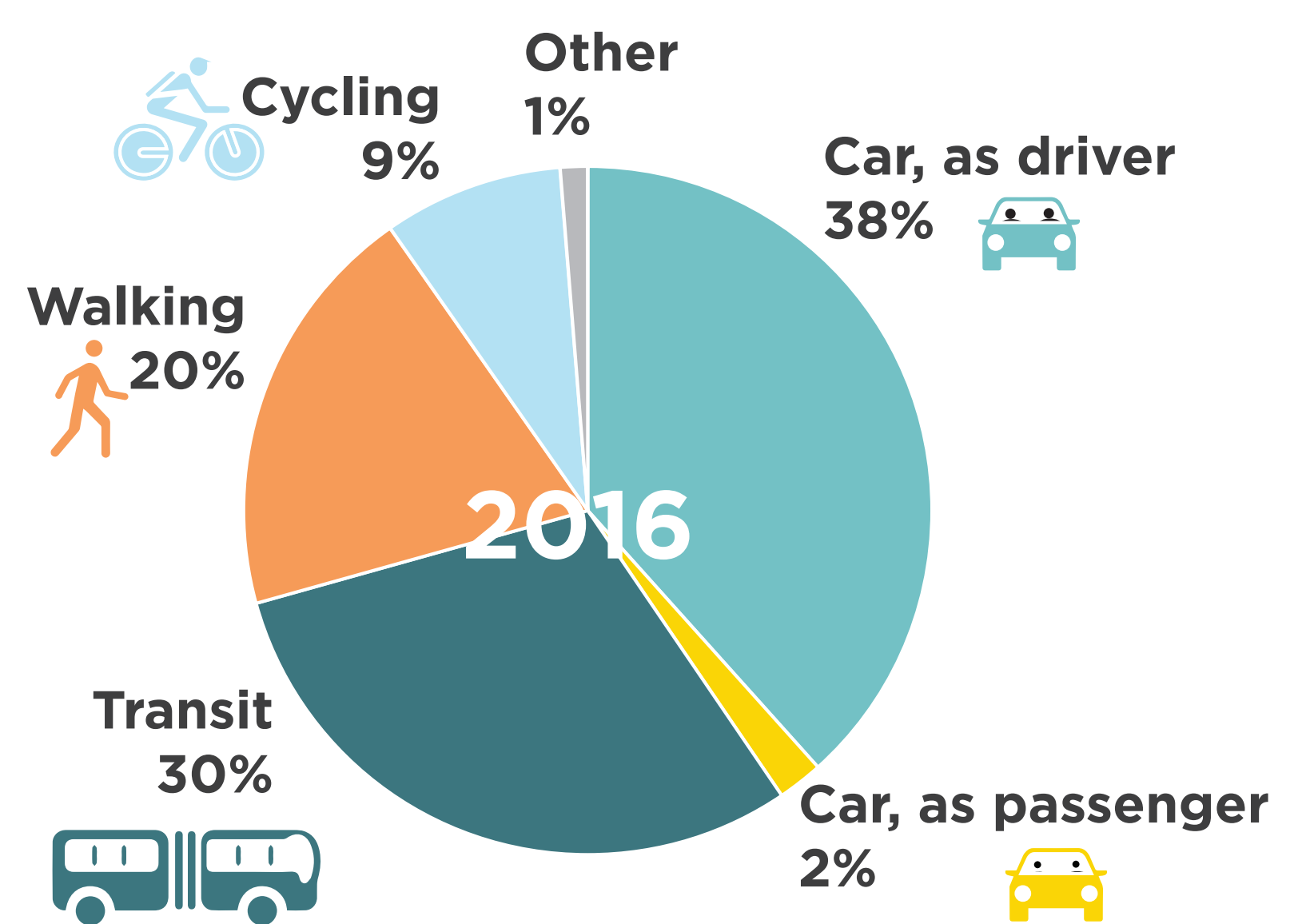


There are an estimated 45,000+ jobs in Fairview, which makes up approximately 8.9% of all jobs in Vancouver.



Fairview is home to several historic streams that were eventually buried underground in pipes as the city was built. Pine Street continue to be a natural overland pathway for water.

For more information please refer to the Neighbourhood Profiles.



Journey to Work Transportation Mode Choice

Over 500,000 people cycle on 10th Avenue every year, making it one of the busiest east-west bikeways in the Vancouver cycling network.

Community Stories Fairview

These are sentiments and voices expressed and captured through our community engagement. They are not a singular voice or a direct quote, rather a collage of multiple voices expressing a similar problem or challenge that the Broadway Plan should address.

Broadway plan should prioritize new rental housing while preserving neighbourhood character



HOUSING DIVERSITY



What we need is a mix of housing and rents that are geared to income. Every neighbourhood needs affordable and accessible housing. It's not a neighbourhood problem it's a city problem.



JOBS AND LOCAL BUSINESS



I'm working four jobs just to live here. Childcare is expensive and it's so hard to find. It's just too hard to live here.

Fairview

We need more **local serving grocery** stores and café's scattered throughout the neighbourhood.

MEETING COMMUNITY NEEDS

I want to live within walking distance to all my needs. That means my work place, stores that I go to on a regular basis, a community centre, event venues like a movie theatre. In order to create walkability, residential needs to have local-sized shops that support it. (food markets, pharmacies, coffee shops, cafe's).

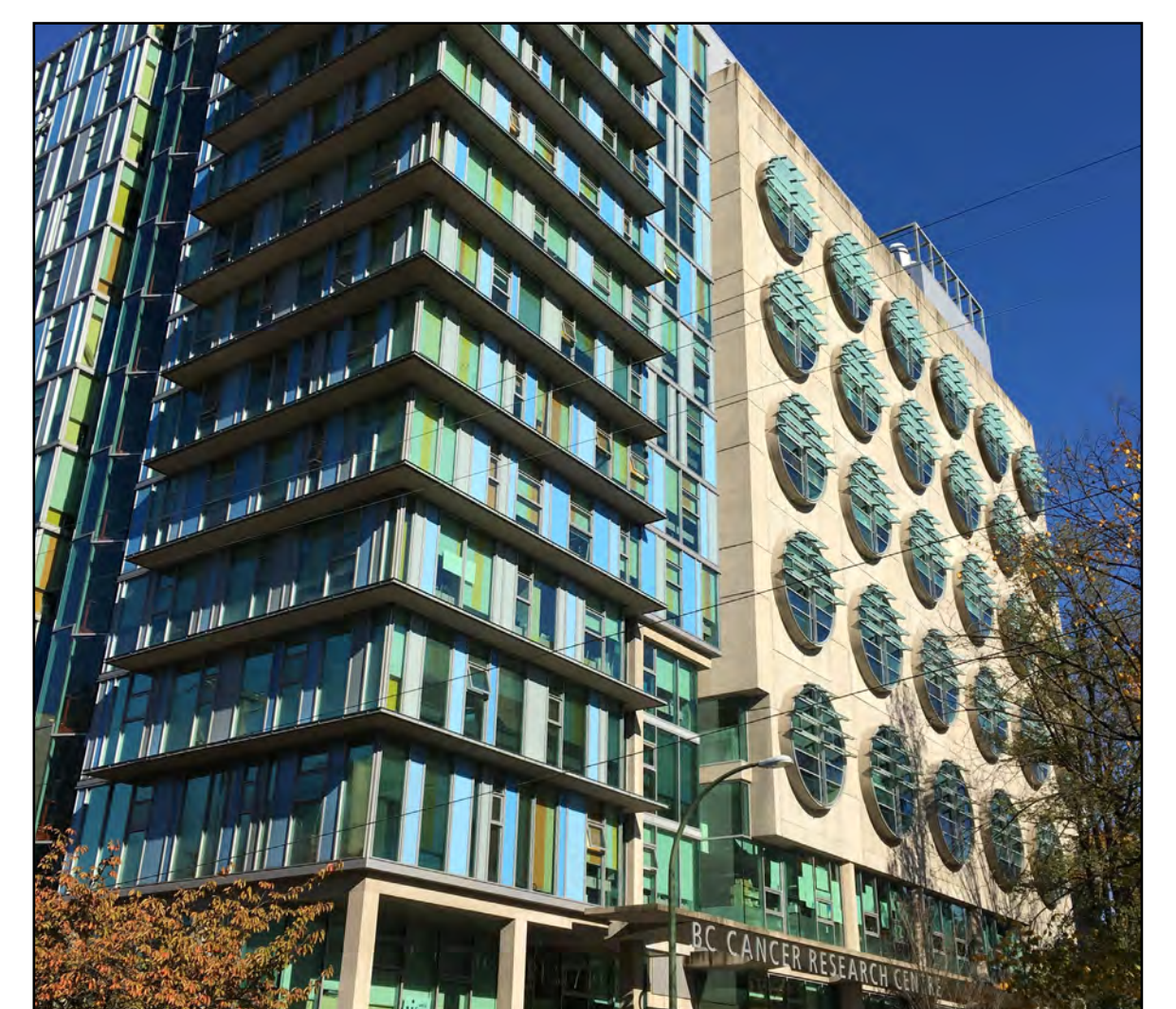


Granville Island is really hard to get to.

GETTING AROUND



Broadway street is not a pleasant walk but it is convenient to get around.



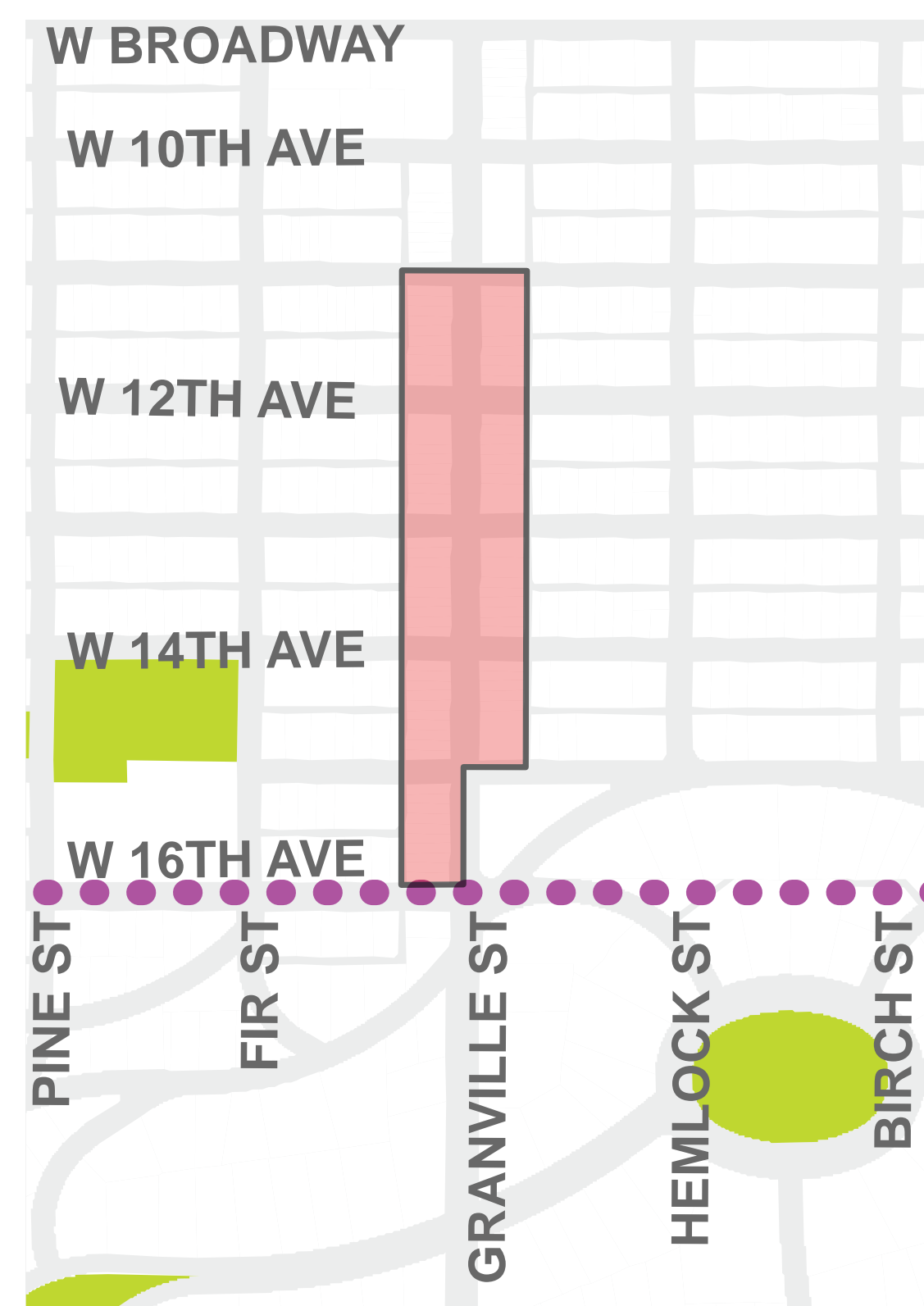
In order to create walkability, there needs to be local-sized shops (food markets, pharmacies, coffee shops, cafés) close to housing.

Current day Broadway street: It's loud, it's congested, it barely has trees, too narrow sidewalks and limited rain protection. I don't want to walk there. I always walk one street North or one street South. 10th avenue is really good example to model. It's nice to walk along and bike.

Illustrations by Jeff Kulak

South Granville Village

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Village

□ Policy area boundary

Established in the early 1900s, the South Granville shopping district stretches from the south end of the Granville Bridge to West 16th Avenue. South Granville Village is the area between West 11th and 16th Avenues, which has predominantly low-rise buildings (generally 1-3 storeys) with a variety of ground floor commercial uses and fine-grained storefronts. The business mix includes small retailers and service businesses, larger home décor stores, and restaurants and cafés. The iconic Stanley Theatre is a live stage theatre that operates in a protected heritage building, drawing visitors to the area in the evening.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » Granville Street south of 11th Avenue is generally working well today with its cherished “village-like” atmosphere and as a place for shopping, dining and socializing. The diversity of businesses and small, active storefronts help create a distinctive character and an interesting walking experience.
- » With a significant concentration of destination retailers, there is a desire for more local-serving shops and services to better serve nearby residents.
- » The generally low-scale buildings ensure access to sunlight throughout the year.
- » Along Granville Street the sidewalks are narrow, and there is a lack of space for gathering, patios, store displays, etc.

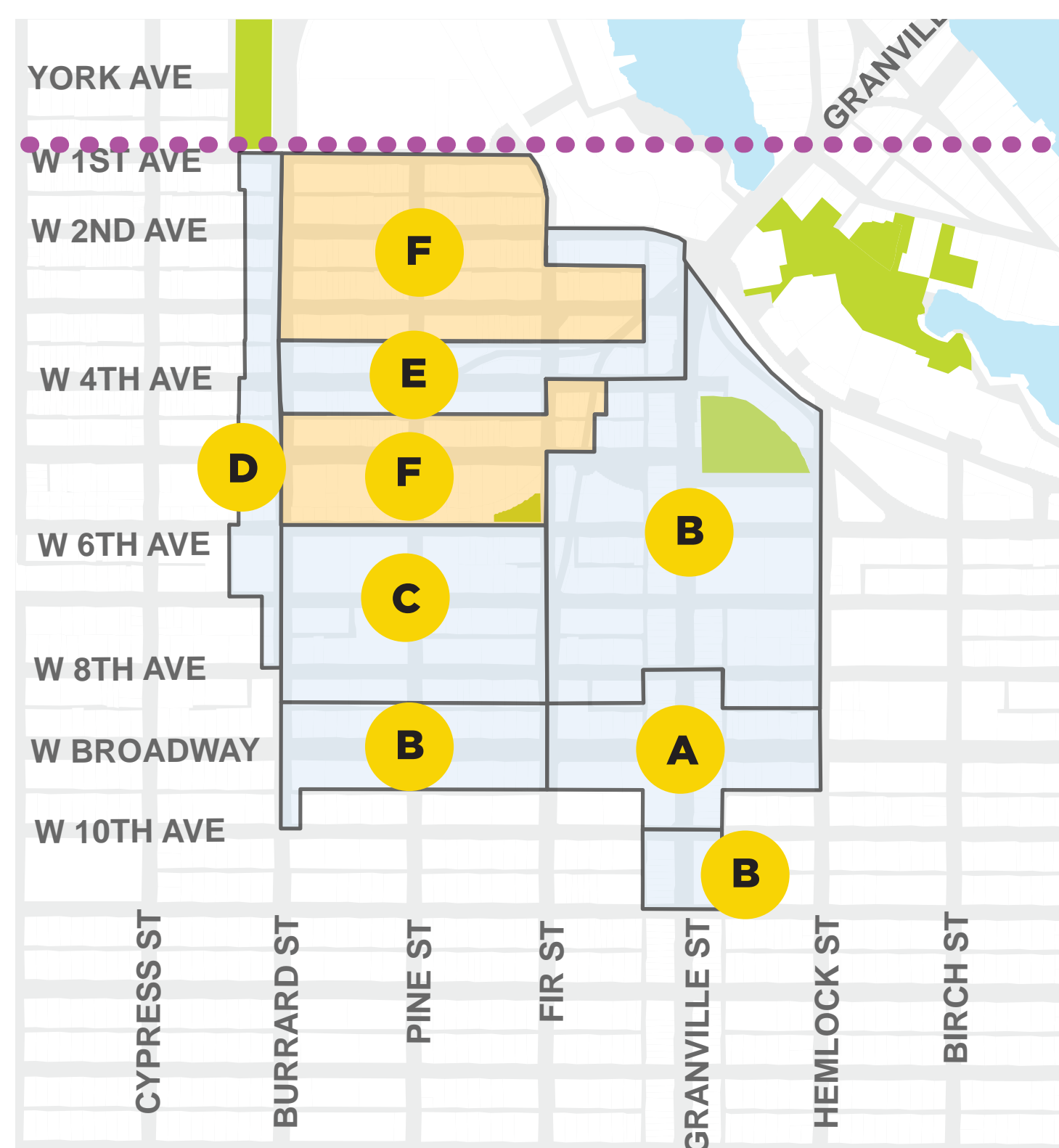
FUTURE DESIRED ROLE

Strengthen South Granville Village as a shopping street with active commercial uses, improved walkability, and a vibrant public life.

EMERGING DIRECTIONS

- » Retain the low-scale village character by generally maintaining the permitted height and density.
- » Consider limiting new residential development to support the viability of existing businesses.
- » Encourage continuous active ground floor commercial frontages, particularly for corner locations wrapping around along the east-west streets.
- » Continue to require narrow frontages for ground floor commercial uses.
- » Work with the South Granville BIA to support and encourage more local-serving shops and services.
- » Explore opportunities for public space improvements to create wider sidewalks, additional space for store displays and patios, and places for gathering (e.g. street-to-plaza).
- » Support opportunities for new cultural, entertainment and nightlife venues.

Granville/Burrard Slopes *Tomorrow*



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Industrial/Employment Area

● Policy area

□ Policy area boundary

The Granville/Burrard Slopes area is a diverse, mixed-use area with a significant concentration of job space, housing, cultural spaces, shops and services. The South Granville shopping district begins at West 5th Avenue, and continues south to West 16th Avenue. Granville Street north of Broadway was historically home to a significant cluster of commercial galleries, some of which have closed or relocated in recent years. Around Broadway and Granville are a number of office buildings, of varying ages. North of Broadway off Granville Street, the slopes have transitioned into a primarily residential area, with newer strata housing in mid-rise and tower forms, typically with townhouses at grade.

North of West 6th Avenue, as the slope flattens out, is the Burrard Slopes Industrial Area. It has key production, distribution and repair businesses that support the city's economy, as well as an emerging concentration of creative economy and design-oriented businesses, branded as the "Armoury District" in recent years. Along Burrard Street are a number of luxury car dealerships. Just to the north is the proposed Señákw mixed-use primarily rental development on Squamish Nation lands.

The Granville/Burrard Slopes area is strategically located at the nexus of key current and future transportation connections, including the Arbutus Greenway, Granville Bridge Connector and South Granville Broadway Subway Station.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

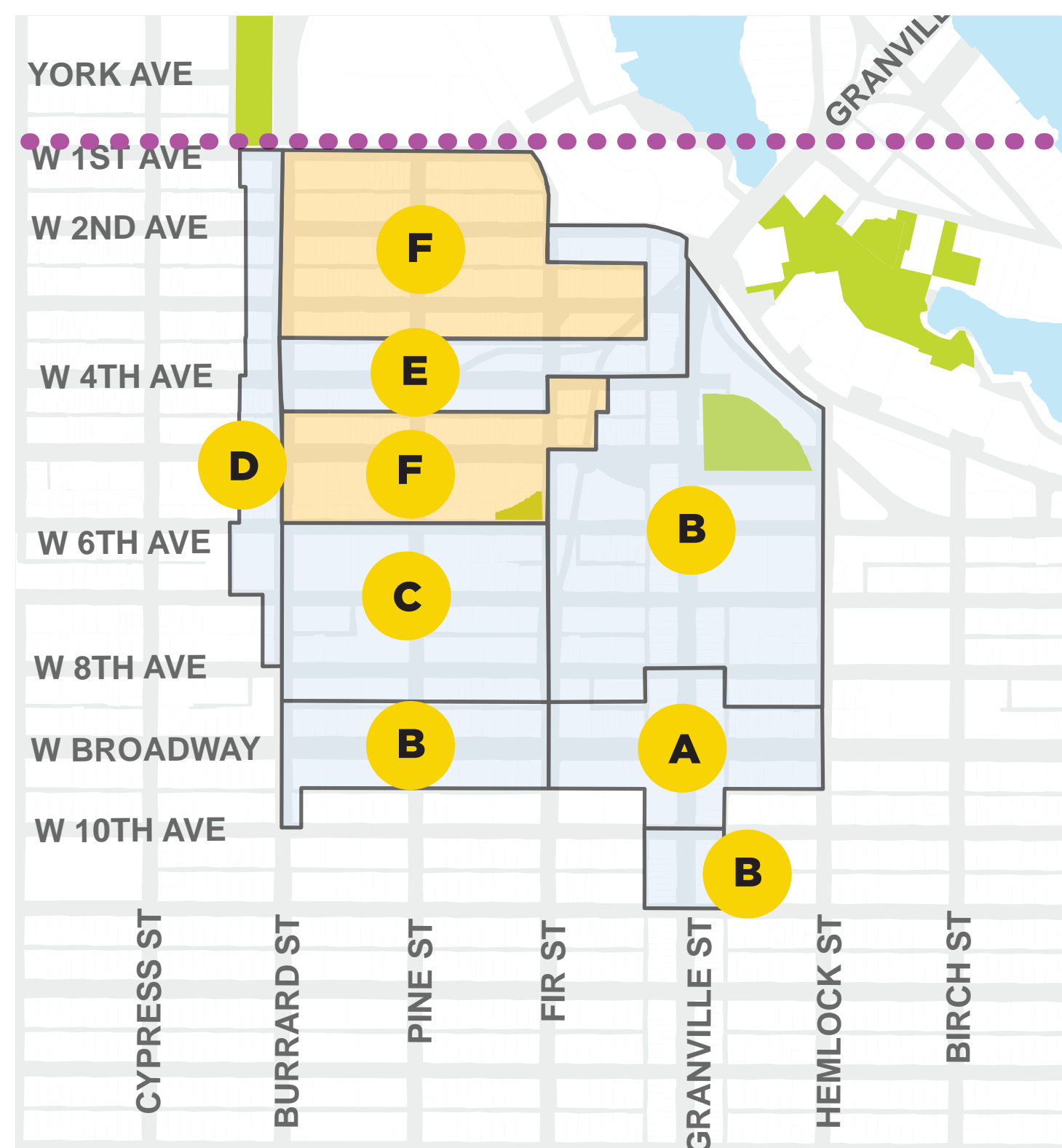
- » The existing housing stock is predominantly strata ownership housing. There is a need for additional housing choice (e.g. secured rental and social housing) and amenities, such as childcare, to allow for diverse households to live in the area.
- » There is a significant need for job space, particularly office, close to rapid transit. There are concerns about the continued loss of small businesses in the Burrard Slopes C-3A area as most new development has been residential only.
- » This area provides opportunities for new housing, job space and amenities while minimizing displacement of existing rental tenants.
- » The Burrard Slopes Industrial Area is generally seen as working well, as an eclectic area with an emerging cluster of creative economy businesses, as well as more traditional production, distribution, and repair (PDR) light industrial businesses. There is a desire for a greater range and intensity of office and service uses to support the creative economy, while not compromising its light industrial role.

- » Broadway is perceived as lacking character and activity. In places it has narrow sidewalks and/or lacks street trees, and inactive ground floor uses limit pedestrian interest and vibrancy.
- » There are concerns about the loss of galleries/cultural spaces along Granville Street, and a desire for preservation and addition of cultural spaces in the area.
- » The future Granville Bridge Connector will significantly improve walking and cycling access from downtown to the area of Granville Street and West 5th Avenue. However, at the south end of Granville Bridge, connectivity and wayfinding (including to Granville Island) is challenging due to the barriers of the remaining bridge "loop", busy West 4th/6th Avenue, and the bridge ramps.

FUTURE DESIRED ROLE

Strengthen and diversify Granville/Burrard Slopes as a vibrant, eclectic and walkable mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, amenities, cultural facilities, and local-serving commercial uses.

Granville/Burrard Slopes *Tomorrow*



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Industrial/Employment Area

● Policy area

□ Policy area boundary

EMERGING DIRECTIONS

» In Area A:

- » Consider increased height and density for station area mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » Work with the Province of BC, TransLink and the property owner to support integration of South Granville Station with active commercial uses and public space improvements.

» In Area B:

- » Consider increased height and density for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » Explore future uses for the Southwest Granville Loop that include and support public green space.

» In Areas A and B:

- » Require a minimum job space component (e.g. office above retail) for mixed-use development.
- » Support opportunities for new cultural, entertainment and nightlife venues.

» In Area C, consider increased height and density on limited sites for affordable housing (e.g. secured rental or social housing).

- » Require a minimum amount of ground floor commercial space.

» In Area D, consider increased height and density for affordable housing (e.g. secured rental or social housing).

» In Area E, consider increased height and density for affordable housing (e.g. secured rental or social housing).

» In Area F, strengthen the Burrard Slopes Industrial Area as a creative production area:

- » Maintain the production, distribution and repair (light industrial) function of the area.

- » Strategically increase opportunities to support the innovation economy.

- » Consider a broader range of uses including additional amenities and services (e.g. food and beverage options).

» Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.

» Along Granville and Burrard streets and West 4th Avenue:

- » Encourage continuous active ground floor commercial frontages.

- » Consider public space improvements to create wider sidewalks and opportunities for store displays, patios, and places for gathering.

» Improve connectivity and wayfinding throughout Burrard Slopes and to Granville Island, particularly to/from the Broadway Subway, Granville Bridge Connector, and Arbutus Greenway.

Fairview South

Tomorrow



Fairview South is a primarily residential apartment area with green and leafy streets and a significant stock of older rental housing, ranging from multiple conversion dwellings and three storey walk-up apartments to towers. Newer low-rise and tower strata ownership housing is scattered throughout the area. The large landscaped setbacks and gardens, including the “tower in the park” form, contribute to the character of the area. Just west of Granville Street, between West 14th and 16th avenues, is a collection of pre-1940 apartments that comprises some of the oldest purpose-built rental in the city. There are two small areas of low density housing near West 16th Avenue. On Oak Street around West 15th Avenue is a small node of commercial and mixed-use development.

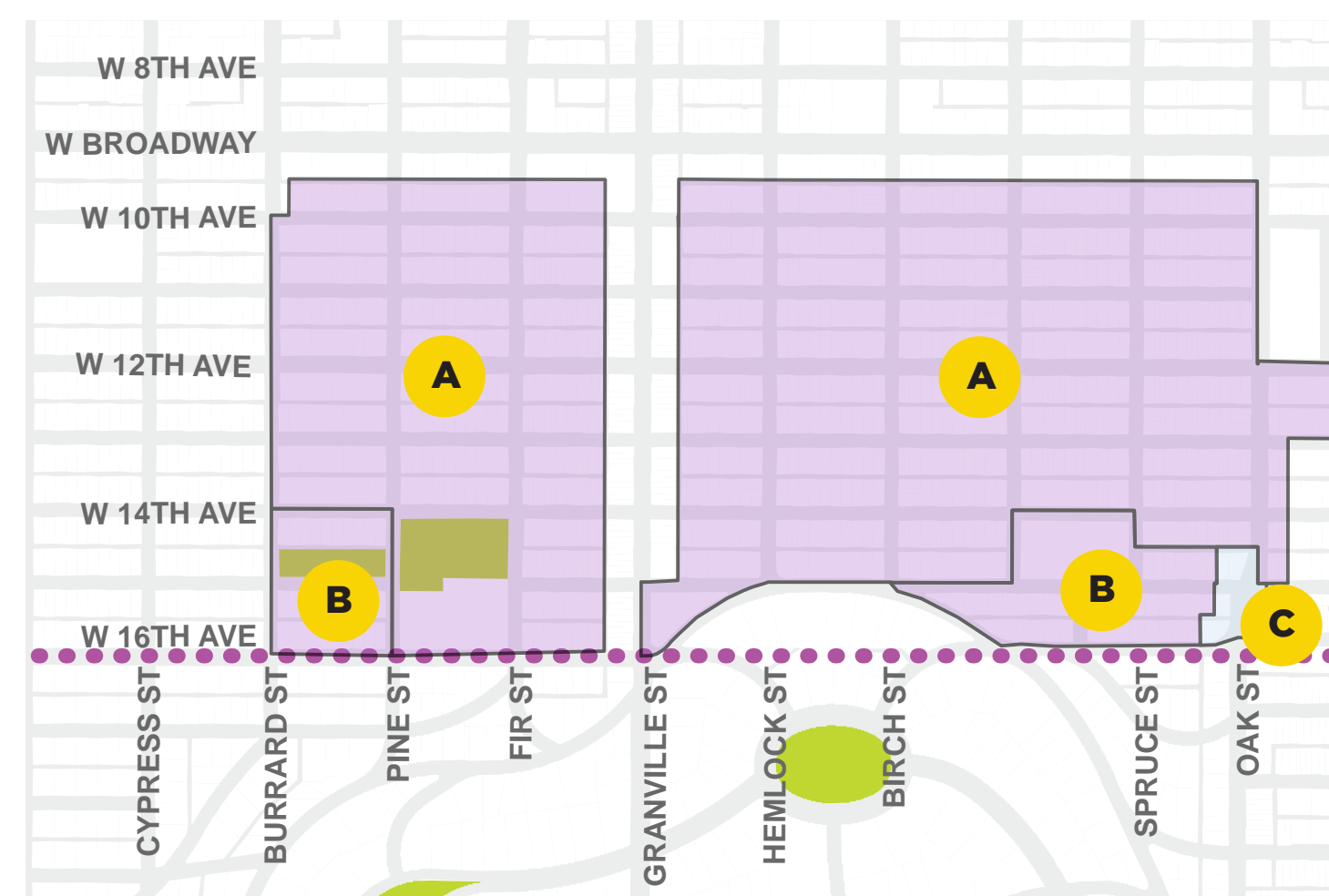
PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The green and leafy streets and mix of building types from different eras contribute to a cherished neighbourhood character.
- » The area has a significant stock of aging rental housing, close to jobs, which is aging and in need of renewal. Rental rates continue to rise, and there is a very low vacancy rate (<1.5% in recent years).
- » There are significant concerns around potential displacement of existing rental tenants, through renovations and/or redevelopment.
- » A need for secured rental and social housing, including for seniors and families with children.
- » In places there is a lack of amenities and services within an easy walk or roll.
- » Arterial streets, such as Fir Street, Hemlock Street, Oak Street and West 12th Avenue, are perceived as barriers and as unpleasant for walking due to narrow sidewalks, a lack of buffers from vehicular traffic, and high traffic volumes.

FUTURE DESIRED ROLE

Strengthen Fairview South as a walkable primarily residential area with a diversity of housing options by providing strategic opportunities for new affordable housing, encouraging retention and renewal of existing older rental housing, and introducing new small-scale commercial uses.



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

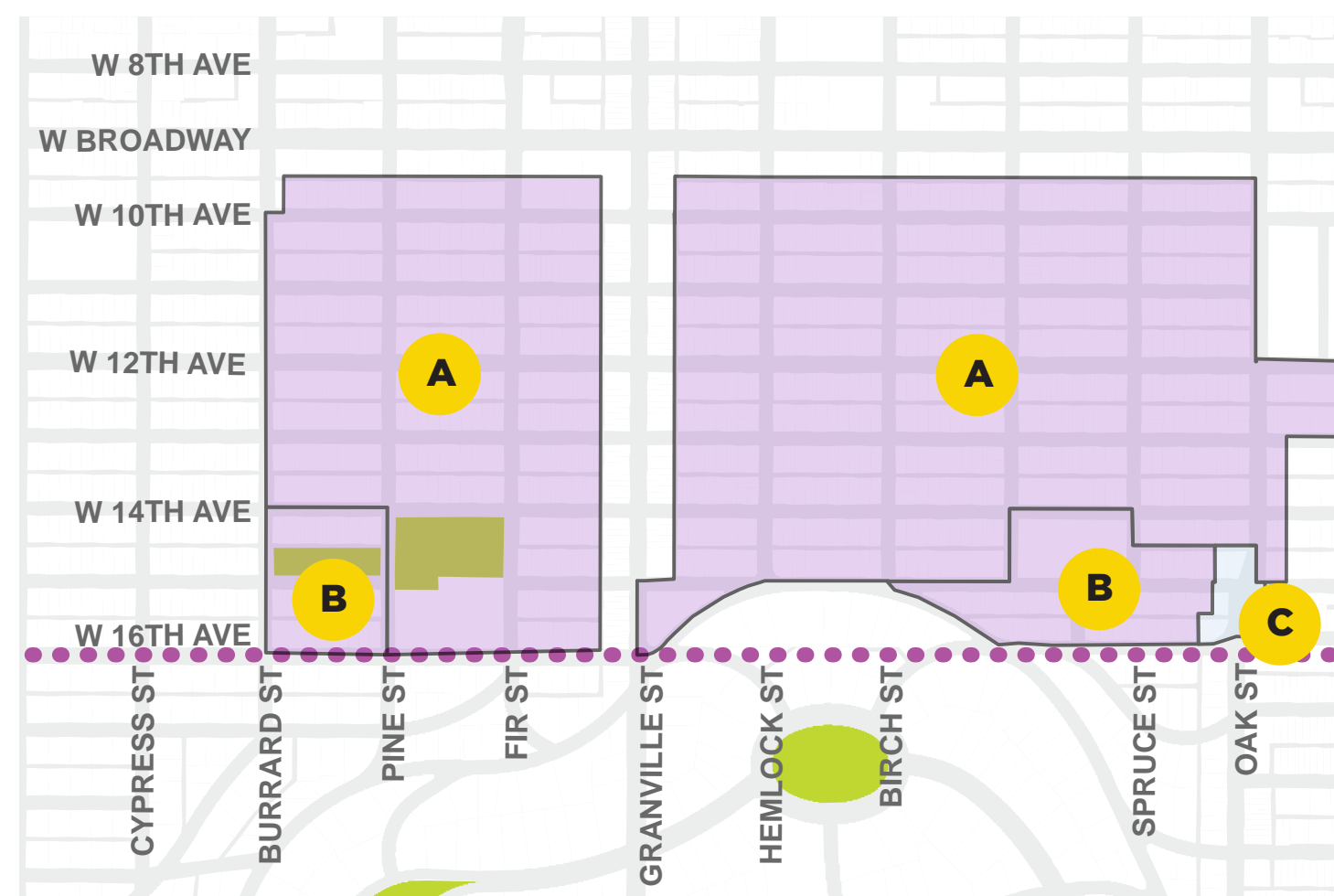
■ Centre

● Policy area

□ Policy area boundary

Fairview South

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

■ Centre

● Policy area

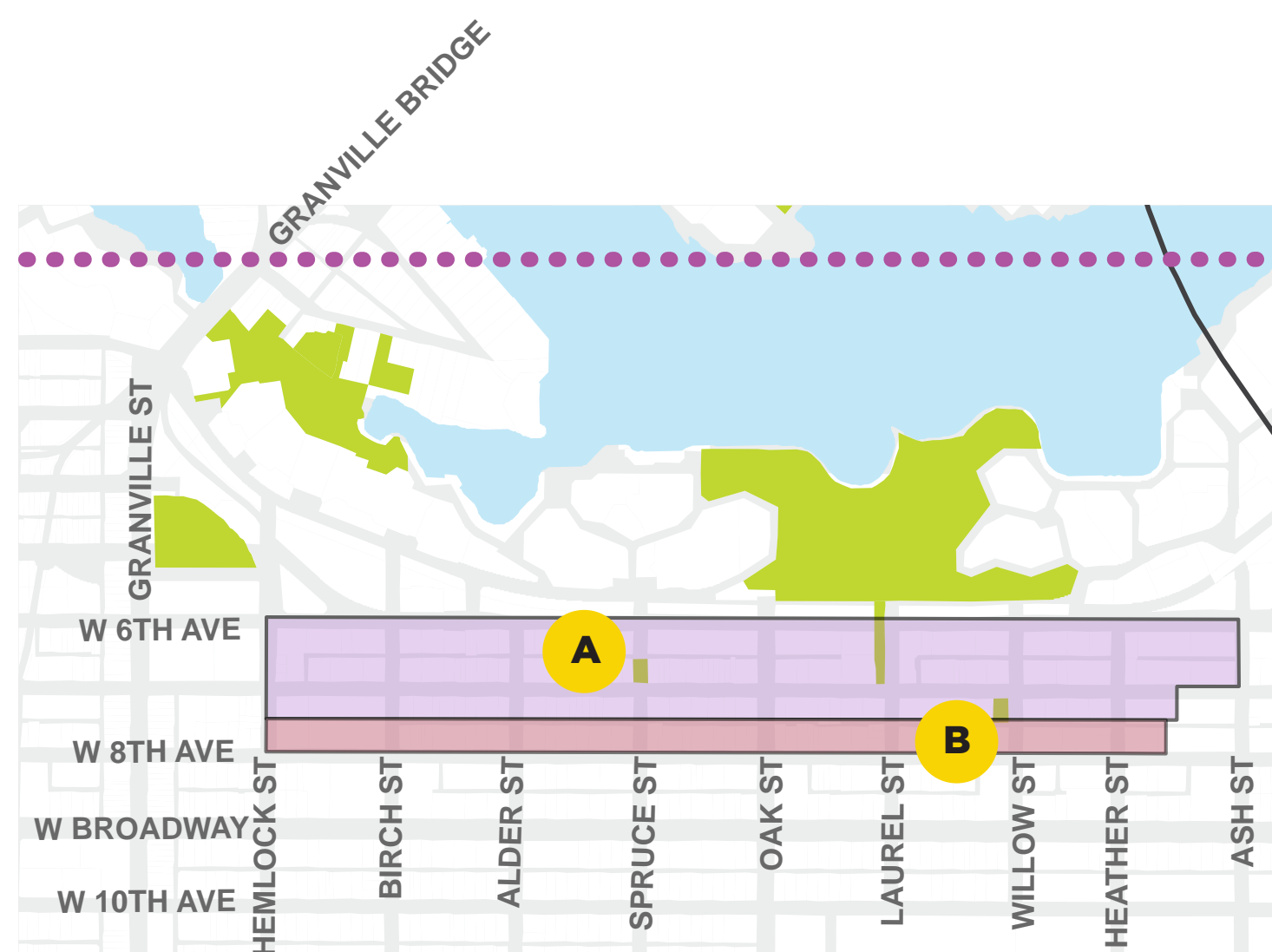
□ Policy area boundary

EMERGING DIRECTIONS

- » Retain the distinctive green and leafy character with a variety of buildings from different eras.
- » In Area A:
 - » Support the retention and careful long-term incremental renewal of the older rental housing by considering a modest increase in height and/or density for secured market and below-market rental on sites with existing rental units. In all cases, affordability will be maintained and renters will be supported so they are not displaced from the area.
 - » Consider increased height and density for affordable housing (e.g. secured rental or social housing) on sites without existing rental units.
 - » Support increased height and density to renew and expand social and co-op housing, and enhance affordability where possible, on City- or non-profit owned sites.
 - » Explore opportunities for secured rental infill housing on larger sites and along laneways.
- » In Area B:
 - » Consider increased height and density for affordable housing (e.g. secured market and below-market rental apartments).
 - » Retain heritage buildings and ensure incremental change with new growth.
- » In Areas A and B, explore opportunities for new local-serving shops and services in select locations (e.g. key walking streets, greenways, arterial intersections, etc.).
- » In Area C, consider increased height and density for affordable housing (e.g. secured rental or social housing) in the mixed-use node on Oak Street north of West 16th Avenue.

Fairview Slopes

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

● Policy area

□ Policy area boundary

Generally between West 6th and 8th avenues from Hemlock to Ash Street, Fairview Slopes consists primarily of low-rise strata ownership housing built in the 1970s and 1980s, which have a distinctive terracing form to maximize views to the downtown and North Shore Mountains. There are several market and non-market rental buildings in the area. Residential streets generally have a green and leafy character, and there are a few small parks scattered throughout the area. A variety of small businesses, including offices, shops and services, give the area a mixed-use flavour. The Laurel Land Bridge, connecting Laurel Street over busy West 6th Avenue to Charleson Park, is a valued asset that links Fairview Slopes with the amenities of False Creek to the north.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The distinctive sloped character of the area, including the stepped building forms, small-scale commercial uses, and access to views of the downtown and North Shore Mountains.
- » West 7th Avenue is a pleasant green and leafy walking and cycling street. West 6th Avenue is challenging due to the high traffic volumes, narrow sidewalks and lack of north-south connectivity. West 8th Avenue is also perceived as less walkable due to the adjacency of larger commercial buildings and parkade entrances on the south side.
- » The housing stock is primarily aging low-rise strata ownership housing. There is a lack of rental and affordable housing options in the area.

FUTURE DESIRED ROLE

Enhance Fairview Slopes as a more diverse primarily residential area by providing strategic opportunities for new affordable housing, as well as local-serving shops and services, while it continues to embrace its distinctive sloped character.

EMERGING DIRECTIONS

- » Retain the green and leafy character with landscaped setbacks and gardens, particularly along West 7th Avenue.
- » In Area A:
 - » Support the retention and careful long-term incremental renewal of the older rental housing by considering a modest increase in height and density for secured market and below-market rental on sites with existing rental units. In all cases, affordability will be maintained and renters will be supported so they are not displaced from the area.
 - » Consider increased height and density for affordable housing (e.g. secured rental or social housing) on sites without existing rental units.
 - » Support increased height and density to renew and expand social and co-op housing, and enhance affordability where possible, on City- or non-profit owned sites.
- » In Area B, strategically locate new mixed-use development to transition between the greater scale and intensity of commercial uses in the C-3A zone along Broadway and the lower-scale primarily residential area to the north:
 - » Consider increased height and density for affordable housing (e.g. secured rental or social housing).
 - » Require a minimum amount of commercial space.
- » Continue to support opportunities for ground floor commercial uses, particularly at corner locations.

Broadway Shoulder Areas *Tomorrow*



The Broadway Shoulder Areas provide a transition along Broadway between Uptown and the mixed-use hubs at Granville Street and Main Street. These areas have a variety of older office buildings that contribute to the diversity of office space in Central Broadway. There are also many older low-rise buildings with retail (including large format retailers) and service businesses. New developments in these areas are primarily mixed-use (strata residential with commercial at grade), which has an impact on the diversity and amount of commercial space in Central Broadway. On the north side of Broadway between Yukon and Quebec streets is a unique condition of shallow lots, which have limited development potential on their own.

PRIORITIES

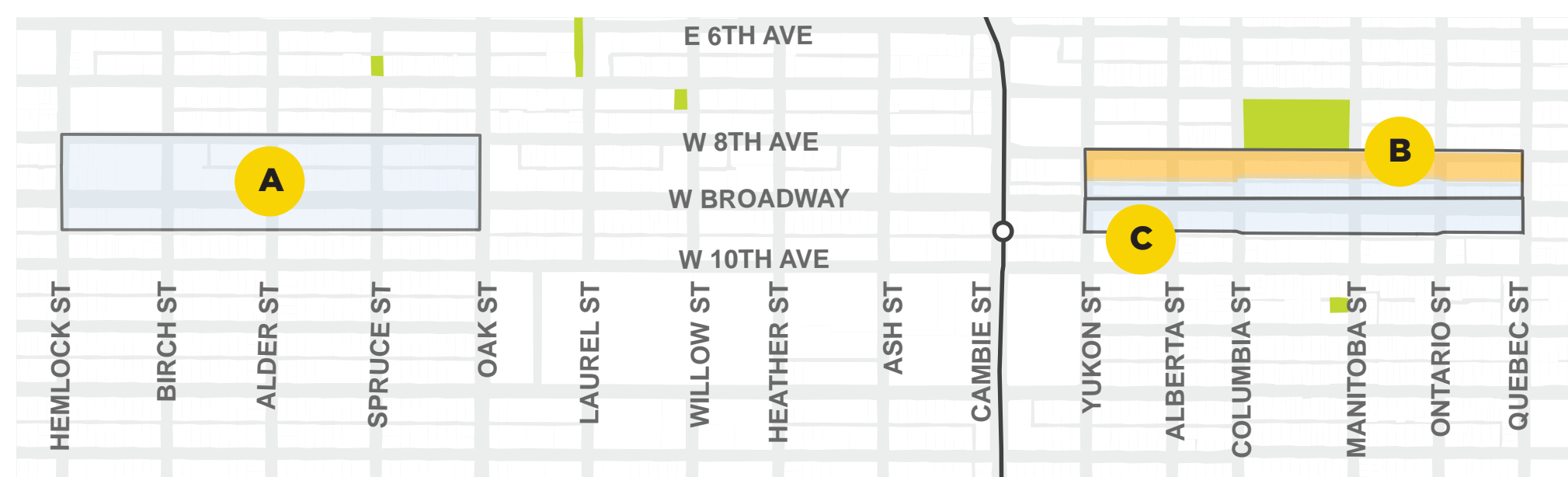
Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » There is a significant need for additional housing choice (e.g. secured rental and social housing) and job space (e.g. office), close to rapid transit.
- » There is a need for additional shops, services and amenities to support liveability, walkability and more complete neighbourhoods. There is also a need for hotels to support the concentration of jobs and other destinations in and around these areas.
- » These areas provide opportunities for new housing, job space and amenities while minimizing displacement of existing rental tenants.
- » Broadway is perceived as lacking character and activity. In places it has narrow sidewalks and/or lacks street trees, and inactive ground floor uses limit pedestrian interest and vibrancy.
- » Both of these areas will be between two Broadway Subway stations, making them highly accessible by rapid transit.

- » For the East Shoulder, the Mount Pleasant Plan (2010) maintains the existing scale on the south side of Broadway. On the north side, the plan considers increased height and density for mixed-use development with lot consolidation across the lane (not implemented). Overall, the plan does not include policy to enable new affordable housing, office space, or amenities in this area.

FUTURE DESIRED ROLE

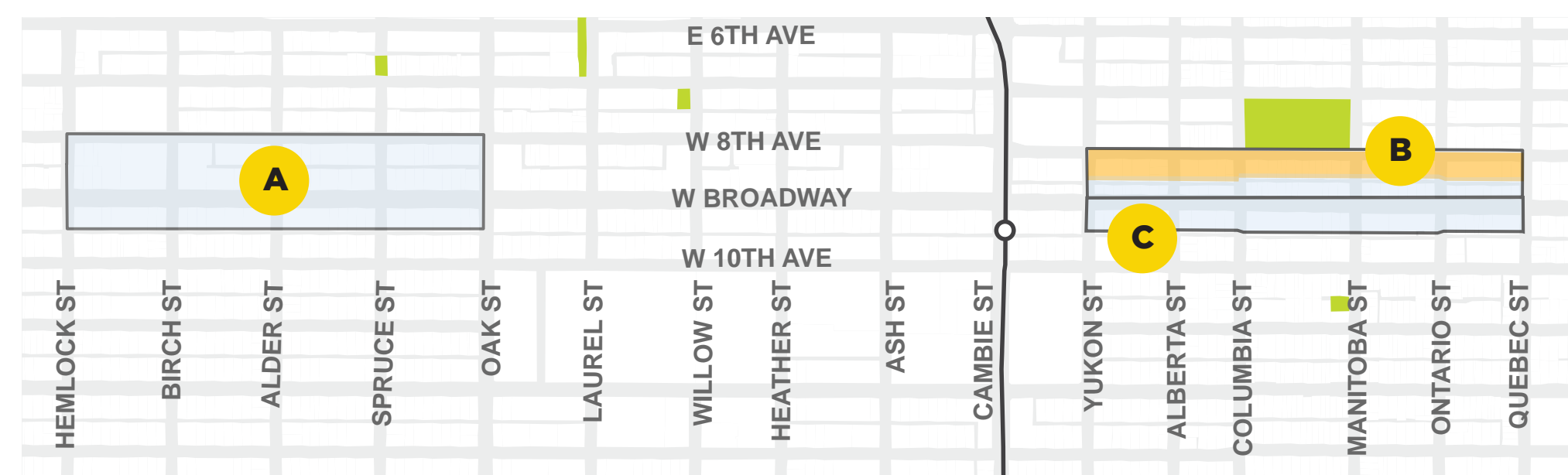
Strengthen the Broadway Shoulder Areas as vibrant places to live, work and play by providing additional opportunities for affordable housing (particularly secured rental and social housing), job space and amenities, as well as an enhanced Broadway streetscape.



Legend

- Broadway Plan Study area
- Park
- Character area
- Centre
- Industrial/ Employment Area
- Policy area
- Policy area boundary

Broadway Shoulder Areas *Tomorrow*



Legend

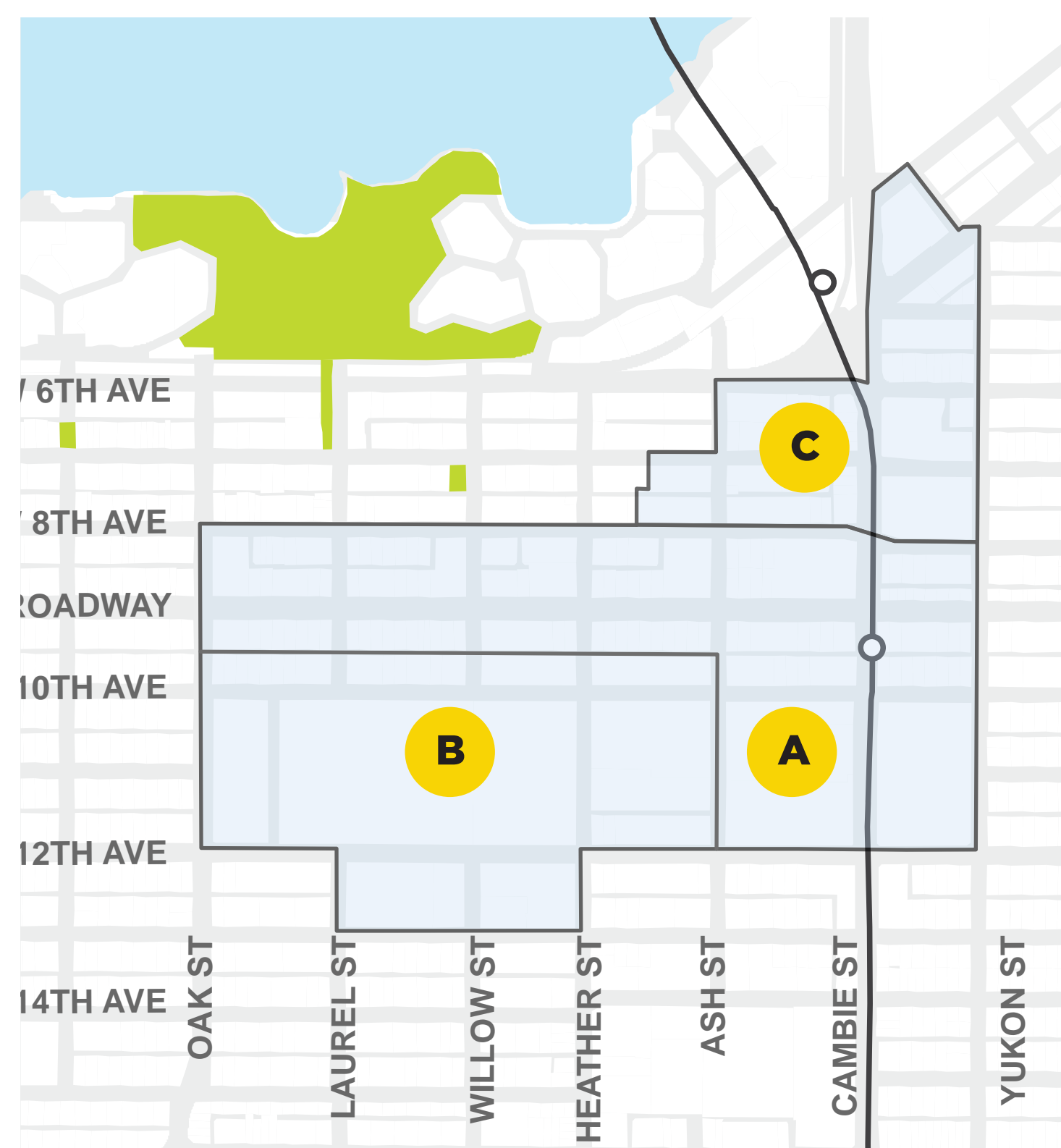
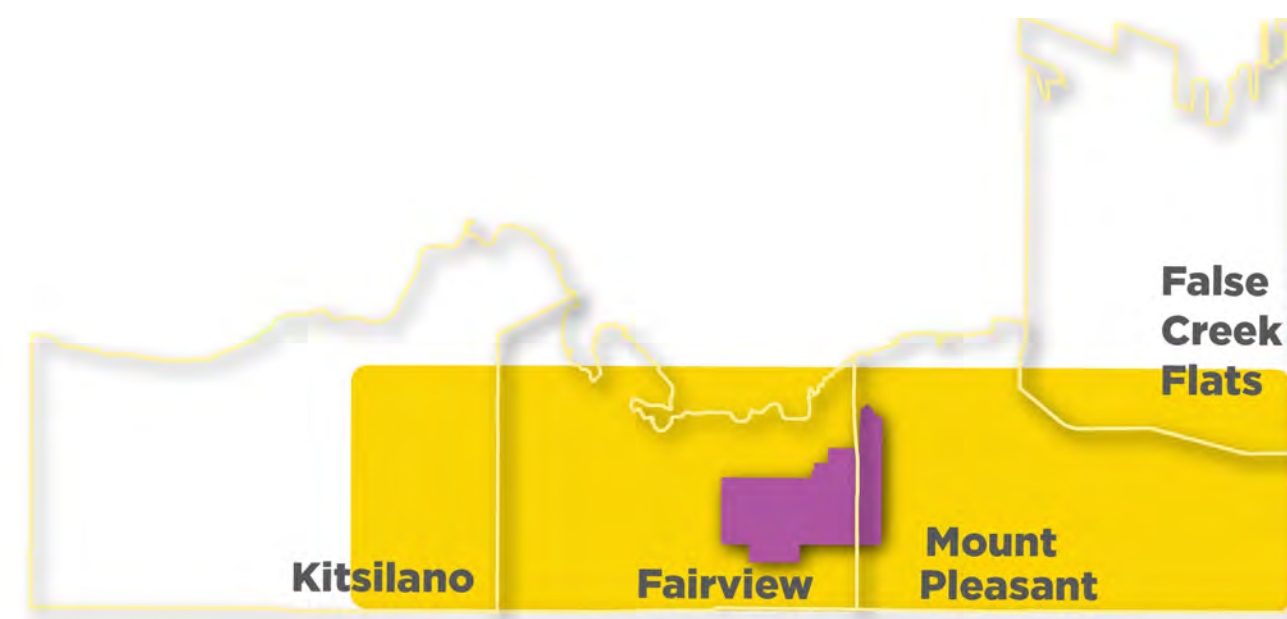
- Broadway Plan Study area
- Park
- Character area
- Centre
- Industrial/ Employment Area
- Policy area
- Policy area boundary

EMERGING DIRECTIONS

- » In the West Shoulder (Area A), consider increased height and density for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » In the East Shoulder (Areas B and C), consider increased height and density for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » In Area B, explore opportunities for lot consolidation across the lane for new development:
 - » Maintain or expand existing I-1 zone industrial space requirements (fronting 8th Avenue).
 - » Achieve a minimum amount of on-site public open space equivalent to the area of lane removed.
- » Require a minimum job space component (e.g. office above retail) for mixed-use development.
- » Review view cones, if necessary, where increased heights are being considered.
- » Explore opportunities for new view cones, e.g. street-end views of the downtown and North Shore Mountains.
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.

Uptown/Cambie North

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

● Policy area

□ Policy area boundary

Uptown comprises the second largest concentration of job space in the province, and is the heart of Vancouver’s “second downtown” in Central Broadway. It contains major employers such as City Hall, Vancouver General Hospital (VGH), and an abundance of health-related offices and research facilities such as the BC Cancer Centre. North of West 8th Avenue is a mix of commercial, mixed-use and residential developments. Uptown also includes a variety of retail, hotels and restaurants and is highly connected by walking, cycling and transit, with the intersection of Broadway and Cambie Street at the future nexus of two rapid transit lines – the Canada Line and the new Broadway Subway opening in 2025.

PRIORITIES

Key planning priorities to consider for these sub-areas, identified through community engagement, city-wide objectives, and technical work, include:

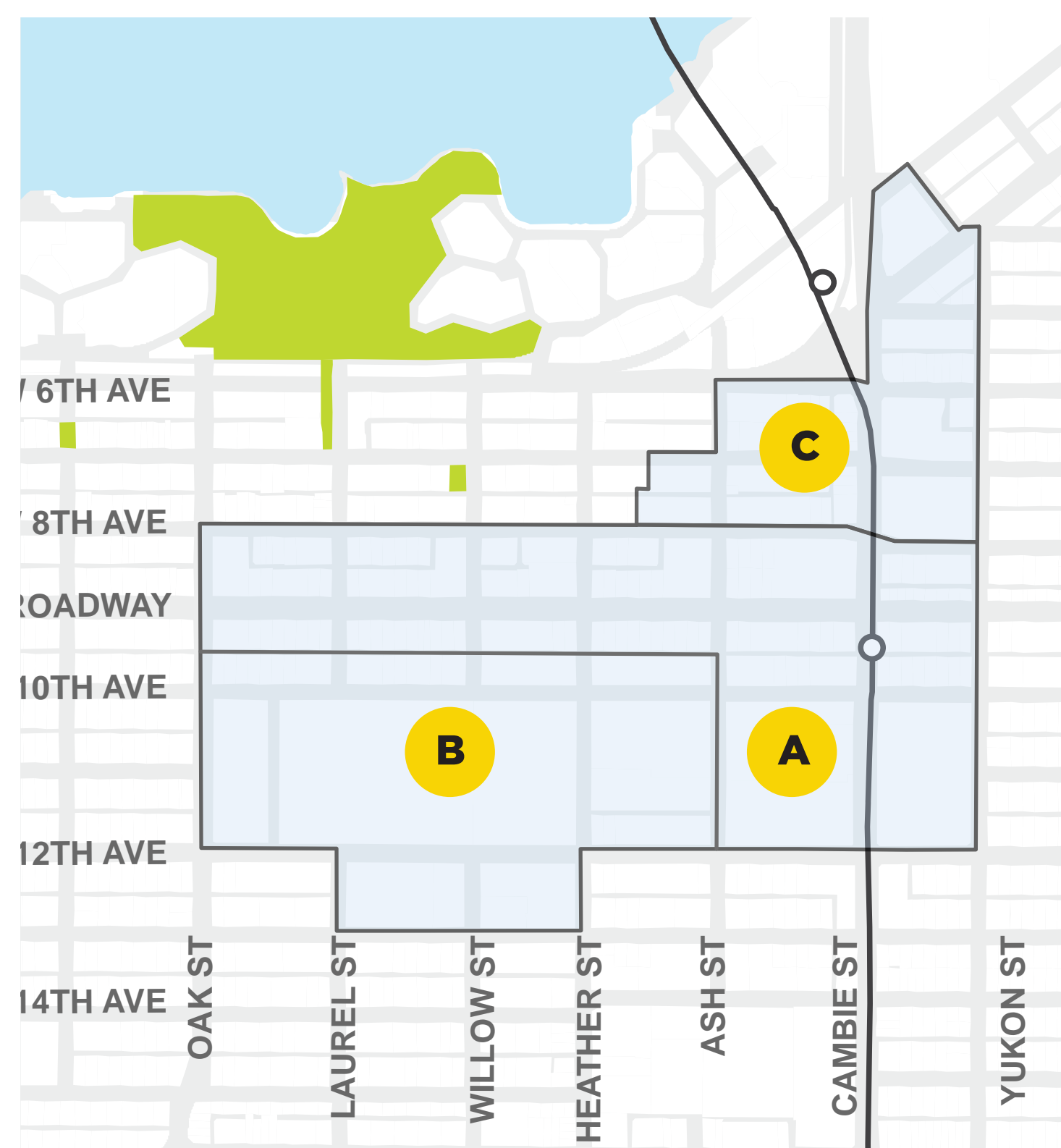
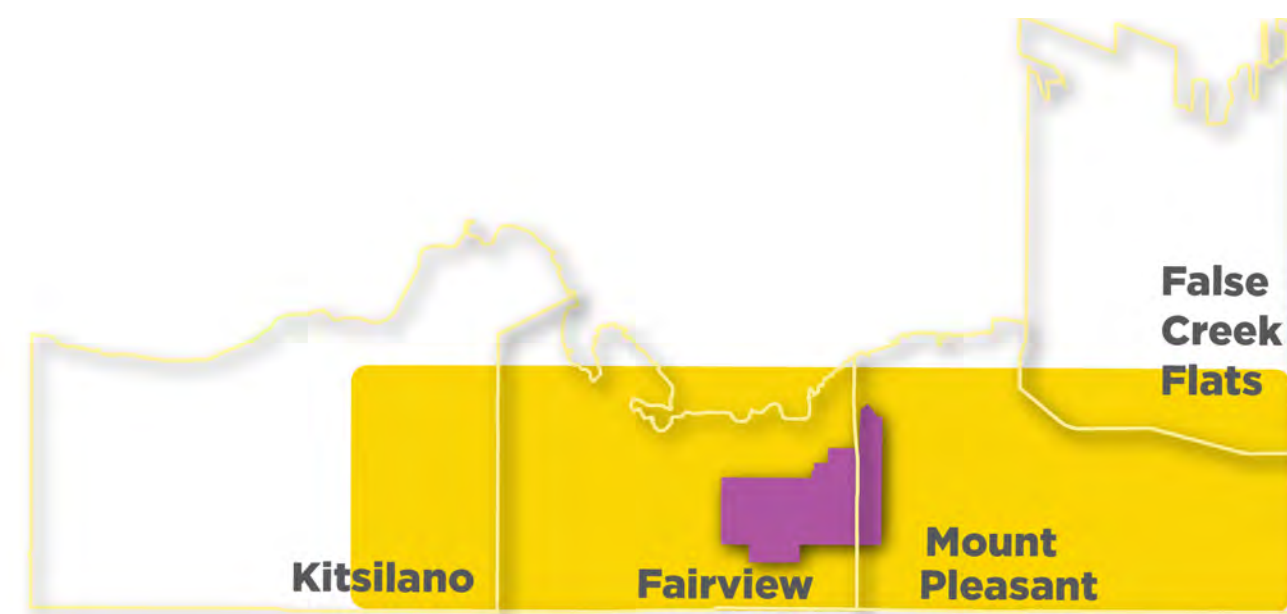
- » The area is strategically located at the future crossroads of two rapid transit lines.
- » There is significant demand and locational preference for job space in the area, particularly office, which has had a very low vacancy rate in recent years. This demand is expected to continue with the city’s strong tech and healthcare sectors, the future expansion of the VGH and Civic Crossroads campuses, and the Broadway Subway opening in 2025.
- » There is also a need for additional population-serving commercial, such as hotels, retail and services, to support the concentration of jobs in the area.
- » Medical office capacity is significantly constrained by the view cones and helicopter flight paths that cross the area.
- » Broadway is perceived as lacking character and vibrancy, and there is a desire for a more active and interesting street-level experience.

FUTURE DESIRED ROLE

Affirm Uptown as a key office location in the region and as Vancouver’s second downtown, and strengthen this role by providing opportunities for additional job space to leverage the rapid transit investment that serves the area.

Uptown/Cambie North

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

● Policy area

□ Policy area boundary

EMERGING DIRECTIONS

» In the Uptown Office District (Area A):

- » Strengthen the primarily commercial character by considering increased height and density for commercial development (e.g. office or hotel).
- » Maintain the policy to restrict new residential uses.
- » Consider changing residential zoning along West 10th Avenue to commercial, recognizing existing rental replacement requirements under the Rental Housing Stock Official Development Plan.

» Civic Crossroads:

- Explore the potential for an enhanced public service hub and include a variety of community uses.
- Express Vancouver's pride as one of the world's most vibrant, inclusive and diverse cities. Create a public plaza that is accessible and vibrant community place.
- Explore a balanced and diverse approach to heritage: continue to celebrate the heritage "A" designated City Hall landmark, while exploring the expression as the first City of Reconciliation.
- Enhance the service life of civic assets through interventions that reduce the likelihood of obsolescence and redundancy, and adhere to City's sustainability policies.
- Reflect values of open governance and accessibility of the public to a transparent and democratic process.
- Improve connections to the rapid transit at the Broadway-City Hall Station (Broadway Subway and Canada Line).

(See also Board 38 for more information and the emerging directions for Civic Crossroads.)

- » Work with the Province of BC and TransLink to support and integrate the Oak-VGH Station with active commercial uses and public space improvements.
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.
- » Consider increased opportunities for new entertainment and nightlife venues, including on rooftop areas.

» In Area B, support the expansion of VGH Campus and the BC Cancer Centre to meet long term institutional space needs and to provide improved walking connections and wayfinding, public open space, and services and amenities for the hospital precinct and larger Uptown area.

» In Area C:

- » Consider increased height and density for mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » Require a minimum job space component (e.g. office above retail) for mixed-use development.

» Review view cones, if necessary, where increased heights are being considered.

» Explore opportunities for new view cones, e.g. street-end views of the downtown and North Shore Mountains.

» Along Cambie Street:

- » Encourage continuous active ground floor commercial frontages.
- » Consider public space improvements to create wider sidewalks and opportunities for store displays, patios, and places for gathering.

Civic Crossroads

The City of Vancouver is located on the unceded, ancestral, and traditional homelands of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations. The City of Vancouver endeavours to strengthen its future as a City of Reconciliation by recognizing the inherent rights, culture, and history of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliłwətał (Tsleil-Waututh) Nations in the upcoming planning process for the Civic Crossroads.

In 1936, when Vancouver's historic City Hall was built, the city's population was approximately 250,000. Since then, the population grew to over 630,000 and the needs for city services continued to evolve and grow. Today, the campus extends beyond the heritage site and includes a collection of public spaces and buildings in order to keep up with delivering needed public service and providing spaces for community gatherings, cultural celebrations and public assemblies. Civic buildings also require improvements and upgrades to ensure they are safe to use, visit and occupy.

The City is planning to undertake a master planning process in 2021, to inform an update to development guidelines for the Civic Crossroads lands as part of the Broadway Plan. This will look to reimagine how the Civic Crossroads can be more inclusive, accessible and provide adequate potential for expanding and improving the delivery of public services. It will examine its role at the intersection of two major transit lines and this place's role in defining the city of tomorrow. Key to this work will be an extensive engagement process with the public; with the focus on the government-to-government relationships.

Civic Crossroads History

- » 1935-1936 construction of the heritage City Hall site supported the local economy through the great depression. The heritage City Hall grounds have served since 1936 as a location of civic events, and contain a number of memorials.
- » City Hall site was chosen as central to amalgamating municipalities at the time. Today, it sits at the prominent crossroads of corridors and networks with city-wide significance.
- » City Hall's East Wing, built in 1969, was recently decommissioned and deconstructed due to seismic safety. The remaining podium was open in 2018 and named Helena Gutteridge Plaza, after Vancouver's first woman Councillor. It is intended for temporary use, until the master plan provides a long-term vision for the civic campus future.
- » City Hall's West Annex has been seismically upgraded in 2018, improving the safety of public and staff.



EMERGING DIRECTIONS

Civic and Community Service

- » Explore the potential for an efficient inter-governmental service hub and include a variety of community uses.

Unique Identity

- » Express Vancouver's pride as one of the world's most vibrant, inclusive and diverse cities. Create a public plaza that is accessible and vibrant community place.

Beyond Heritage / City of Reconciliation

- » Explore a balanced and diverse approach to heritage: continue to celebrate the heritage "A" designated City Hall landmark, while exploring the expression as the first City of Reconciliation.

Adaptability and Resilience

- » Enhance the service life of City assets on campus through interventions that reduce the likelihood of obsolescence and redundancy, and adhere to City's sustainability policies.

Transparency

- » Reflect values of open governance and accessibility of the public to a transparent and democratic process.

Views and Heights

The attractiveness of Broadway as a diverse, centrally located jobs and residential area will strengthen with the new Broadway Subway. However, the area's existing height and density restrictions will limit employment and affordable housing capacity over the long term.

Within this context, the Broadway planning program is reviewing the policies that restrict heights through Central Broadway, with a focus on the following:

- » Queen Elizabeth View Cone (View #3)
- » Central Broadway C-3A Urban Design Guidelines

It has been confirmed that the Vancouver General Hospital (VGH) emergency transport helicopter pad will remain in place for the long term, so the associated VGH flight path will continue to restrict heights near Broadway between Oak and Heather streets.

WHAT WE HEARD

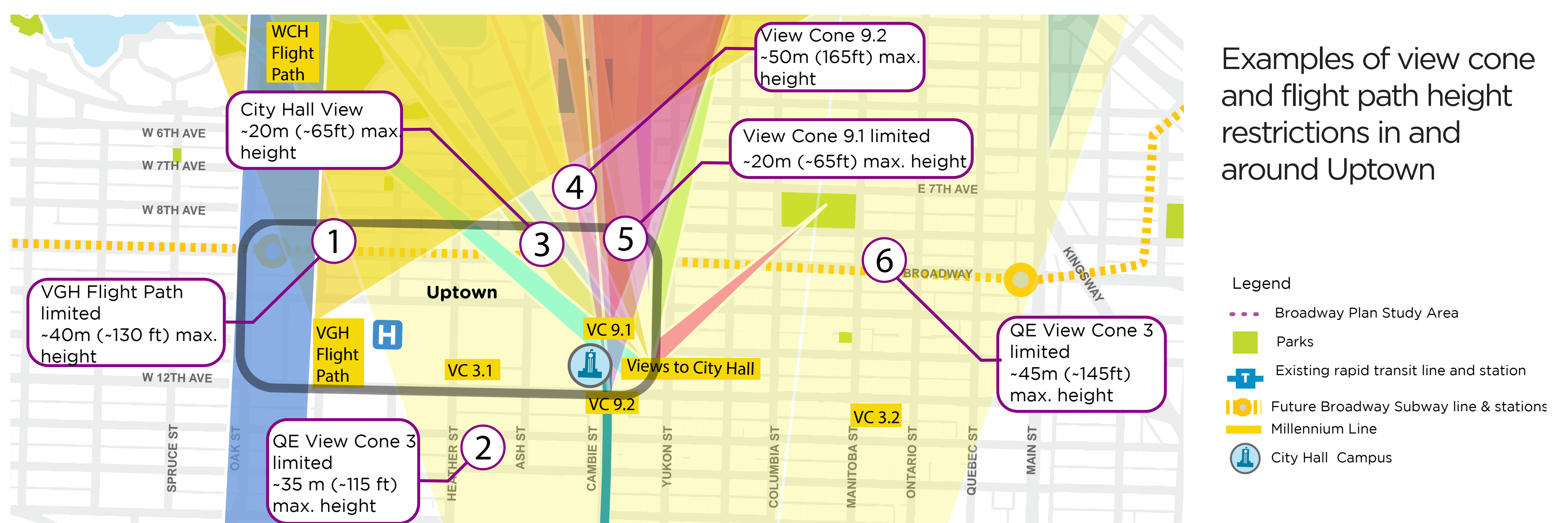
- » Desire for increased opportunities for job space and affordable housing in and around the Uptown area, close to the future nexus of two rapid transit lines at Broadway and Cambie Street, as well as shops, services and amenities.
- » Concerns about the significant height restrictions in the area given the strong locational preference for job space and affordable housing, and the new Subway.
- » Ideas for potential new protected views, such as street-end views of the downtown and North Shore Mountains from select intersections along Broadway.

Queen Elizabeth View Cone (View #3)

The Queen Elizabeth View's elevation and distance from the city's taller buildings sets up an expansive view of the city within its natural setting. The Higher Buildings Policy creates opportunity for certain buildings in the downtown to enter the Queen Elizabeth View Cone in exchange for a higher level of public amenity contribution and an elevated level of sustainability and architectural excellence. By breaking the otherwise monotonous flat line at the Queen Elizabeth viewing location, these new developments add to the interest of the view of the city in nature. While a number of downtown sites are identified in the Higher Buildings Policy, sites south of False Creek including in the Broadway Plan area are excluded.

C-3A Guidelines (Views to City Hall)

The Cambie Street (east side) C-3A Guidelines and Central Broadway C-3A Urban Design Guidelines restrict heights along Broadway between Laurel Street and Yukon Street to preserve views to City Hall from points along the north side of the False Creek seawall.



Examples of view cone and flight path height restrictions in and around Uptown

EMERGING DIRECTIONS

- » Explore opportunities for increased heights in and around Uptown, such as Higher Buildings that provide additional capacity for job space and/or affordable housing, and strengthen the overall view, while contributing a heightened level of public amenity, green building advancements (e.g. on-site rainwater management) and architectural excellence.
- » Consider potential new protected views, e.g. street-end views of the downtown and North Shore Mountains.

Uptown South

Tomorrow



Immediately south of VGH Campus, Uptown South is a primarily residential apartment area with green and leafy streets and mostly low-rise strata ownership housing. The area also has some non-market housing, including co-ops, as well as a small cluster of rental towers near Cambie Street and West 12th. The St. Mary's Ukrainian Catholic Centre, including the church, hall and residential buildings and significant open space, comprises about two city blocks. Cambie Street, between West 12th and 16th avenues, has a mix of low-scale commercial buildings, newer large mixed-use developments and rental apartments. There is a small mixed-use node on West 16th Avenue near Heather Street.

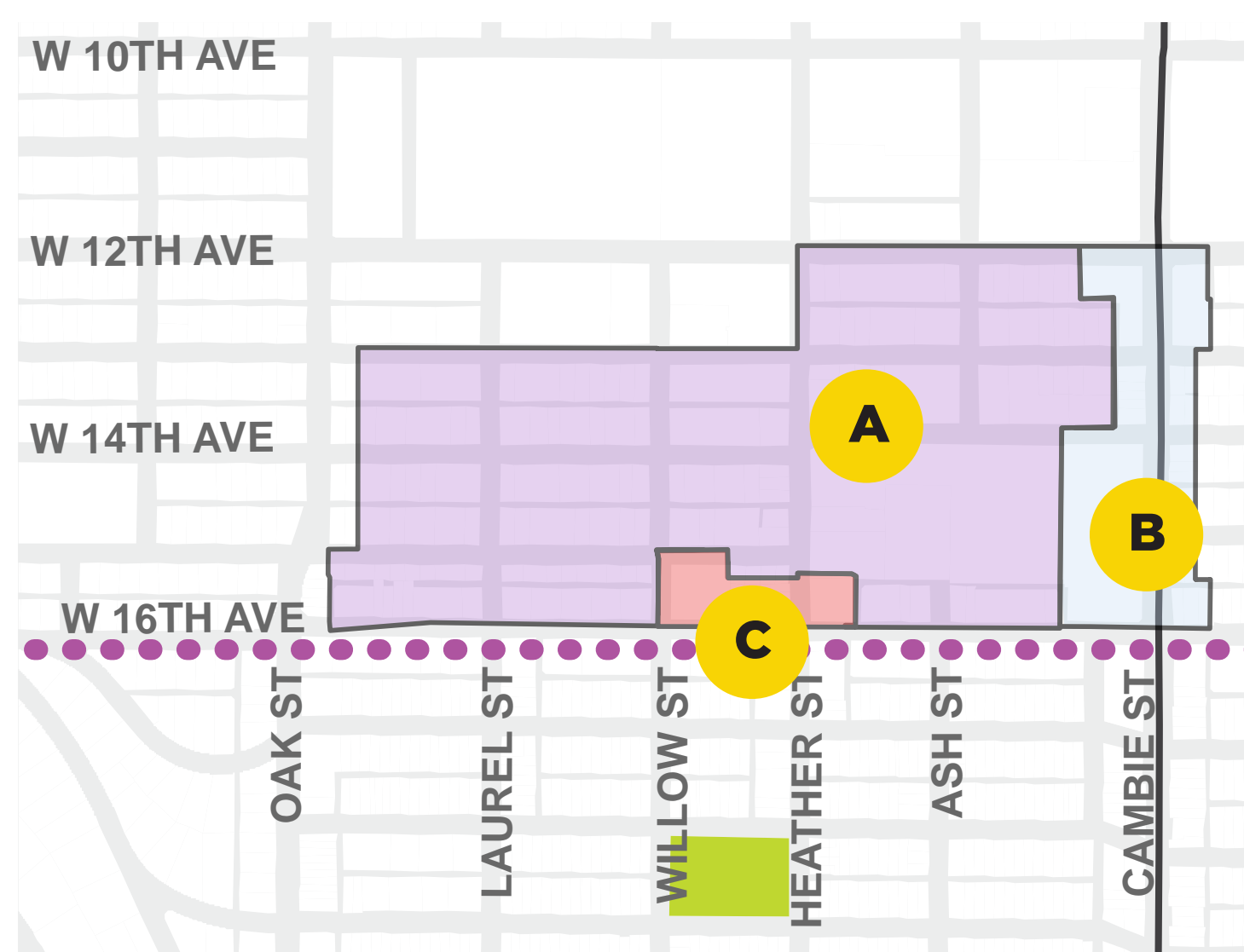
PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The area is strategically located near a significant concentration of jobs and major employers such as Vancouver General Hospital, and the future crossroads of two rapid transit lines.
- » Given the location, there is a desire for increased opportunities to live close to work and rapid transit, including more diverse and affordable housing options.
- » The housing stock is primarily aging low-rise strata ownership housing. There is a lack of market rental housing in the area, and additional affordable housing capacity is constrained by the view cone that crosses a portion of the area.
- » There is a need for more shops, services and amenities to serve local residents and employees in the area.
- » The green and leafy residential streets have a cherished character.

FUTURE DESIRED ROLE

Strengthen Uptown South as a more diverse, primarily residential area close to jobs and rapid transit by providing opportunities for new affordable housing, and additional small-scale commercial uses.



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

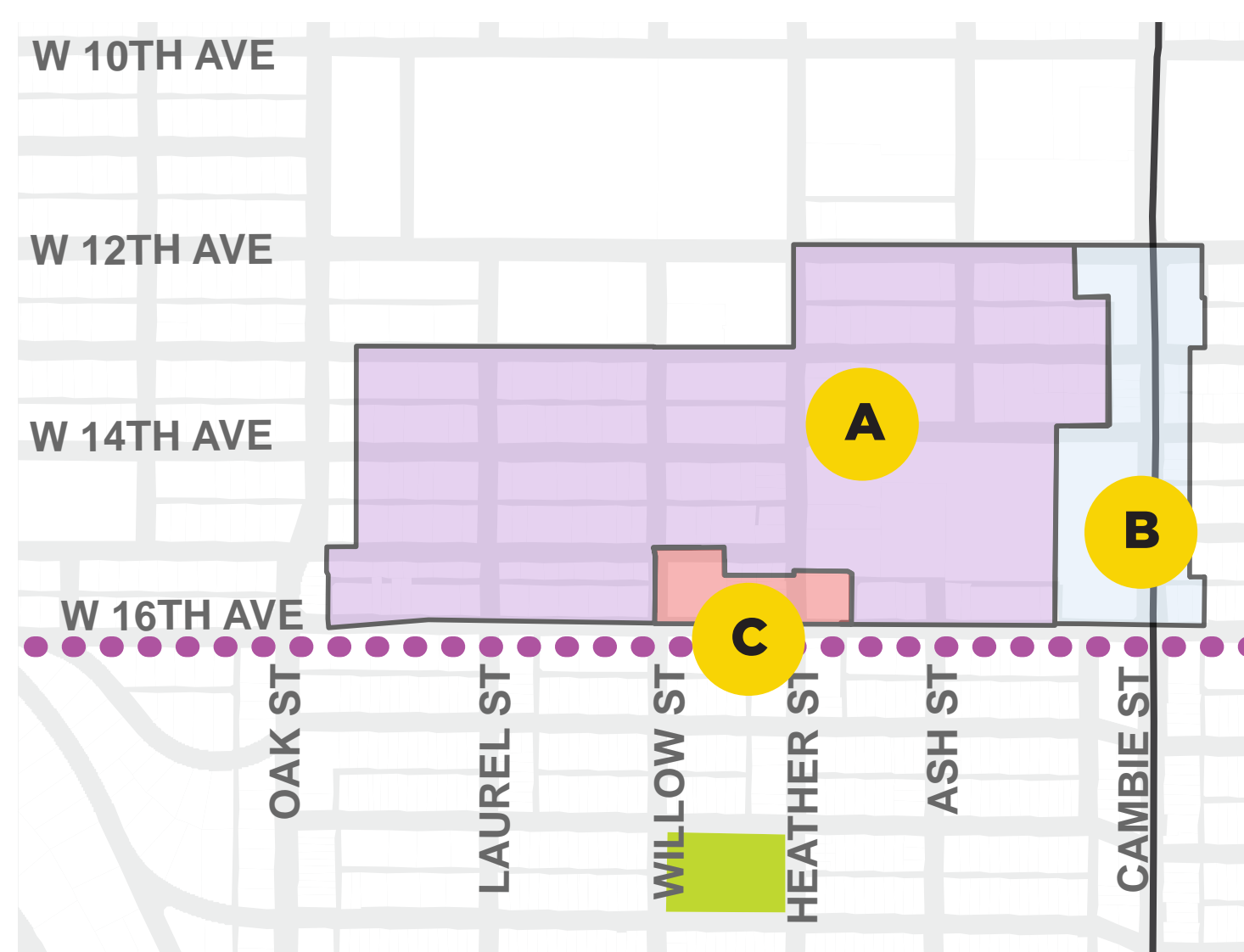
■ Residential Area

■ Village

● Policy area

Uptown South

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Residential Area

■ Village

● Policy area

EMERGING DIRECTIONS

» Retain the green and leafy character in the residential areas.

» In Area A:

» Support the retention and careful long-term incremental renewal of the older rental housing by considering a modest increase in height and/or density for secured market and below-market rental on sites with existing rental units. In all cases, affordability will be maintained and renters will be supported so they are not displaced from the area.

» Consider increased height and density for affordable housing (e.g. secured rental or social housing) on sites without existing rental units.

» Support increased height and density to renew and expand social and co-op housing, and enhance affordability where possible, on City- or non-profit owned sites.

» Explore opportunities for secured rental infill housing on larger sites and along laneways.

» Explore opportunities for new local-serving shops and services in select locations (e.g. key walking streets, greenways, etc.).

» In Area B:

» Strengthen Cambie Street as a walkable, mixed-use street with new housing opportunities and continuous active ground floor commercial frontages.

» Consider increased height and density for affordable housing (e.g. secured rental or social housing).

» Support retention of the existing rental apartments on the east side of Cambie Street between West 13th and 14th avenues.

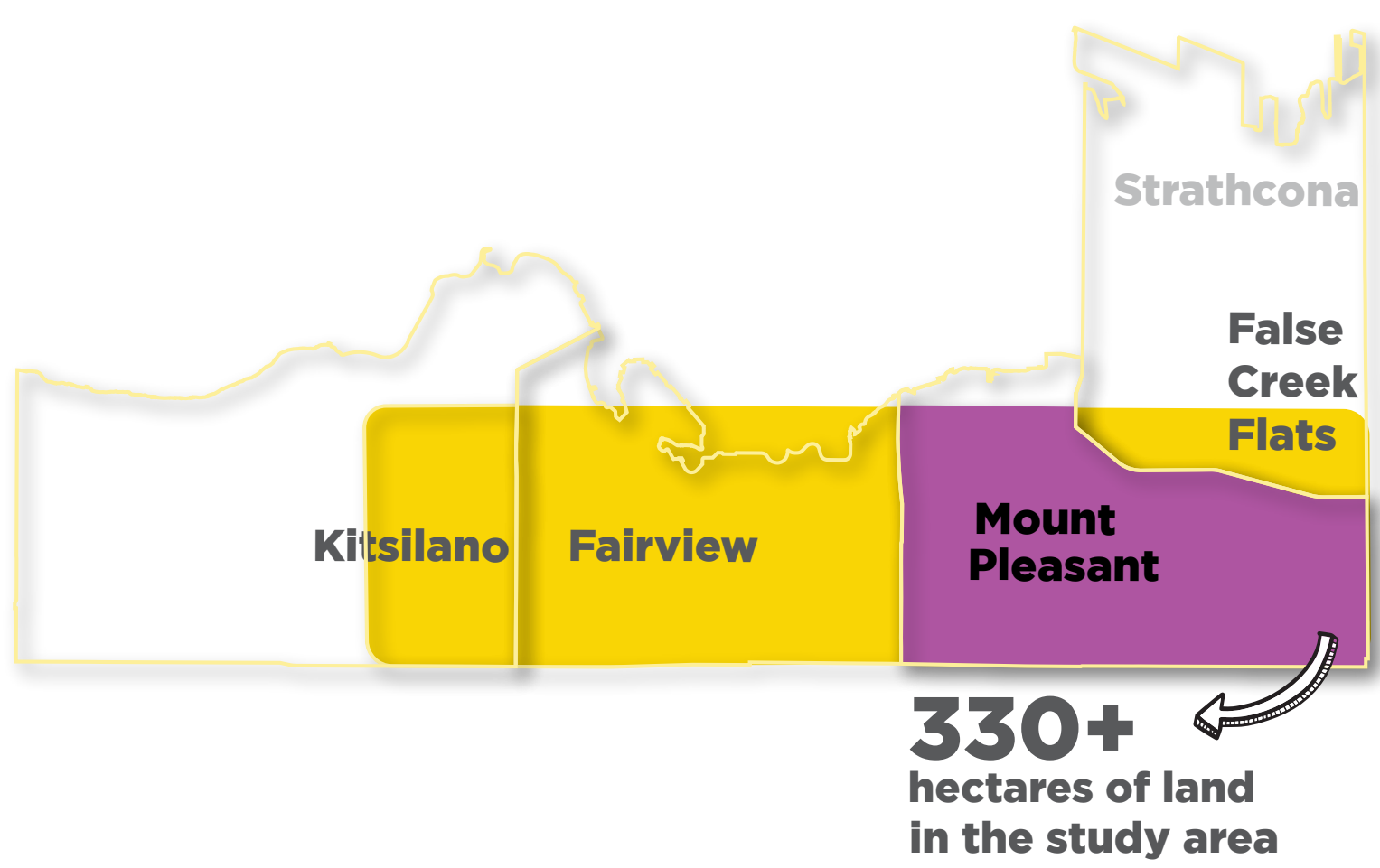
» In Areas A and B, consider increased height and density on large sites where contributing public benefits such as affordable housing, public open space, and other amenities.

» Review view cones, if necessary, where increased heights are being considered.

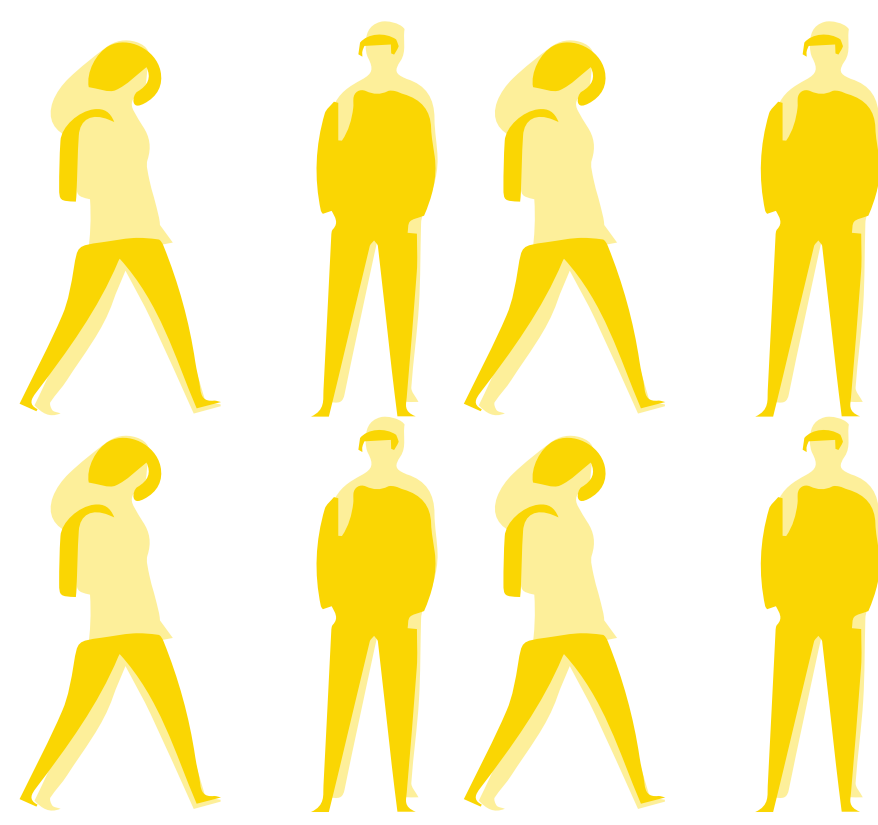
» In Area C, maintain the permitted height and density for the small mixed-use node on West 16th Avenue near Heather Street.

Mount Pleasant Today

Key highlights of the area

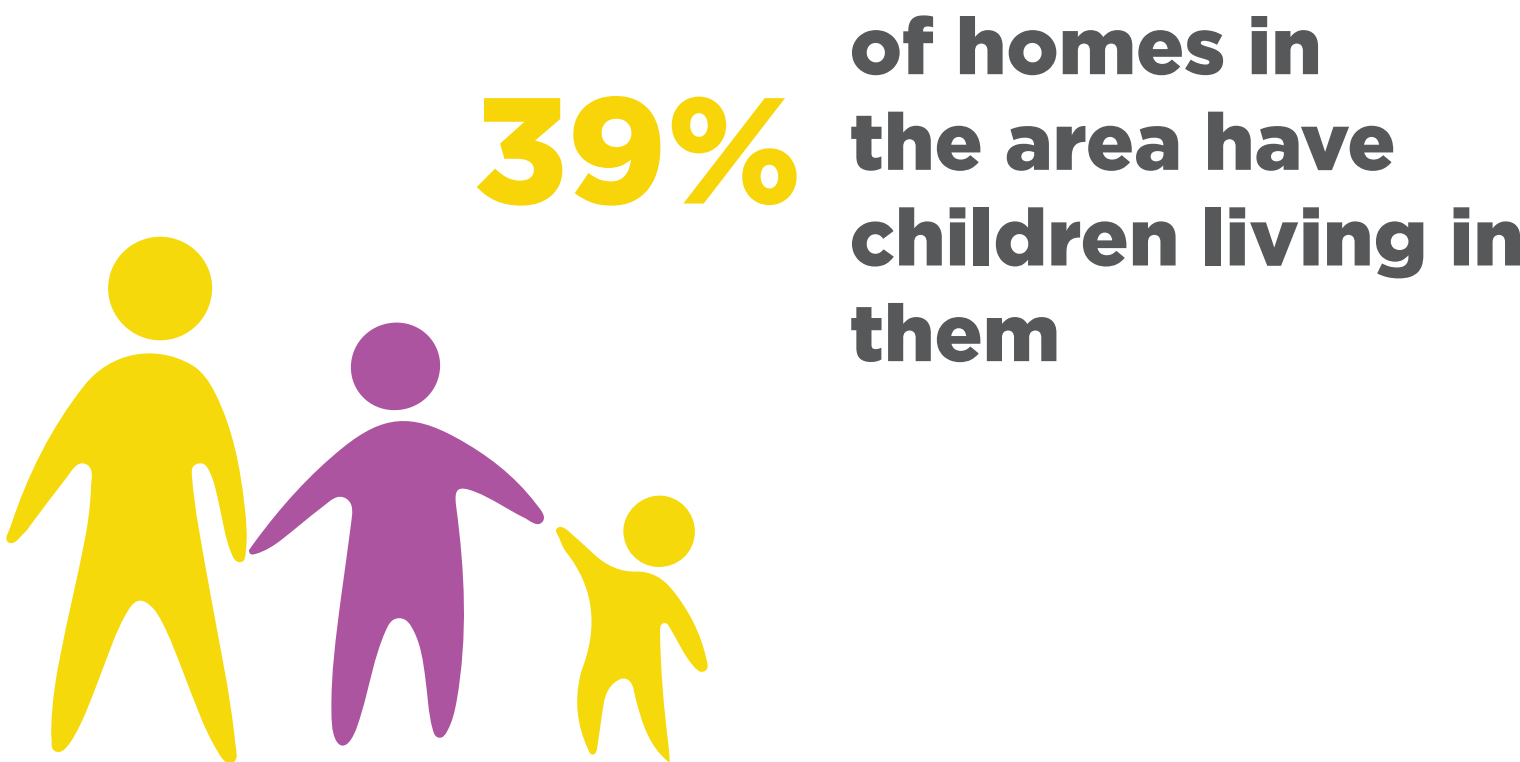


30,200+ PEOPLE
LIVING IN THE NEIGHBOURHOOD

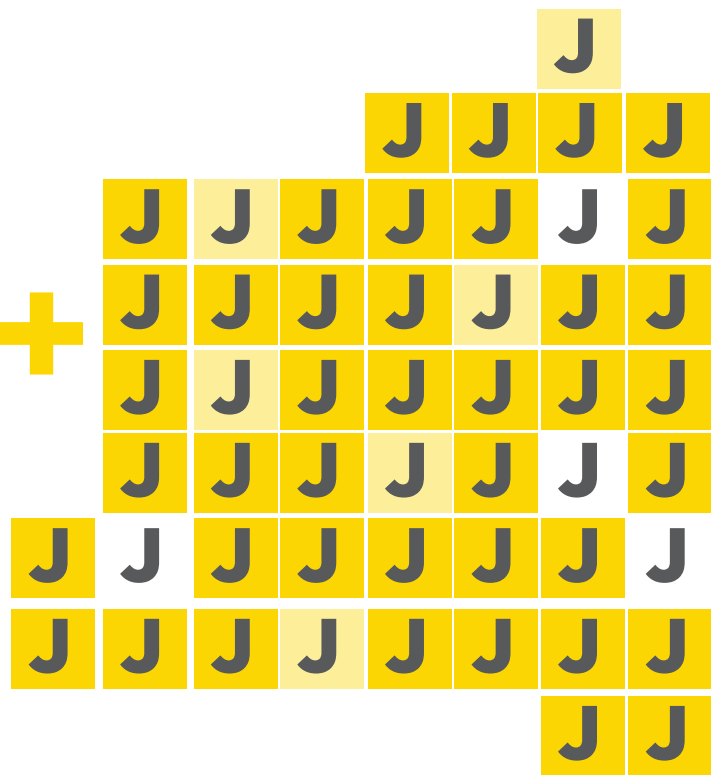


Mount Pleasant has a relatively large Urban Indigenous population (3.0% of the Mount Pleasant population).

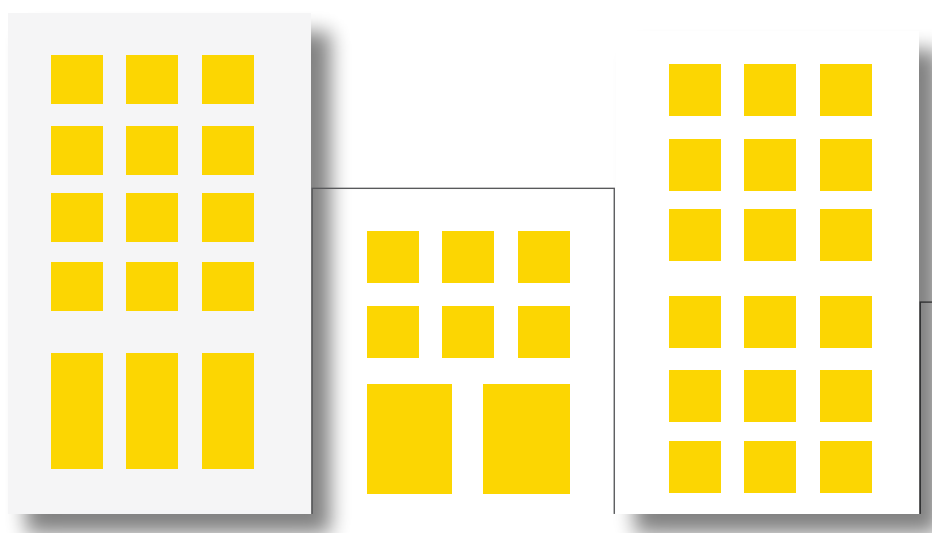
Mount Pleasant has the lowest median age of any local area in Vancouver (8% more persons aged 15 or younger than persons aged 65 or older).



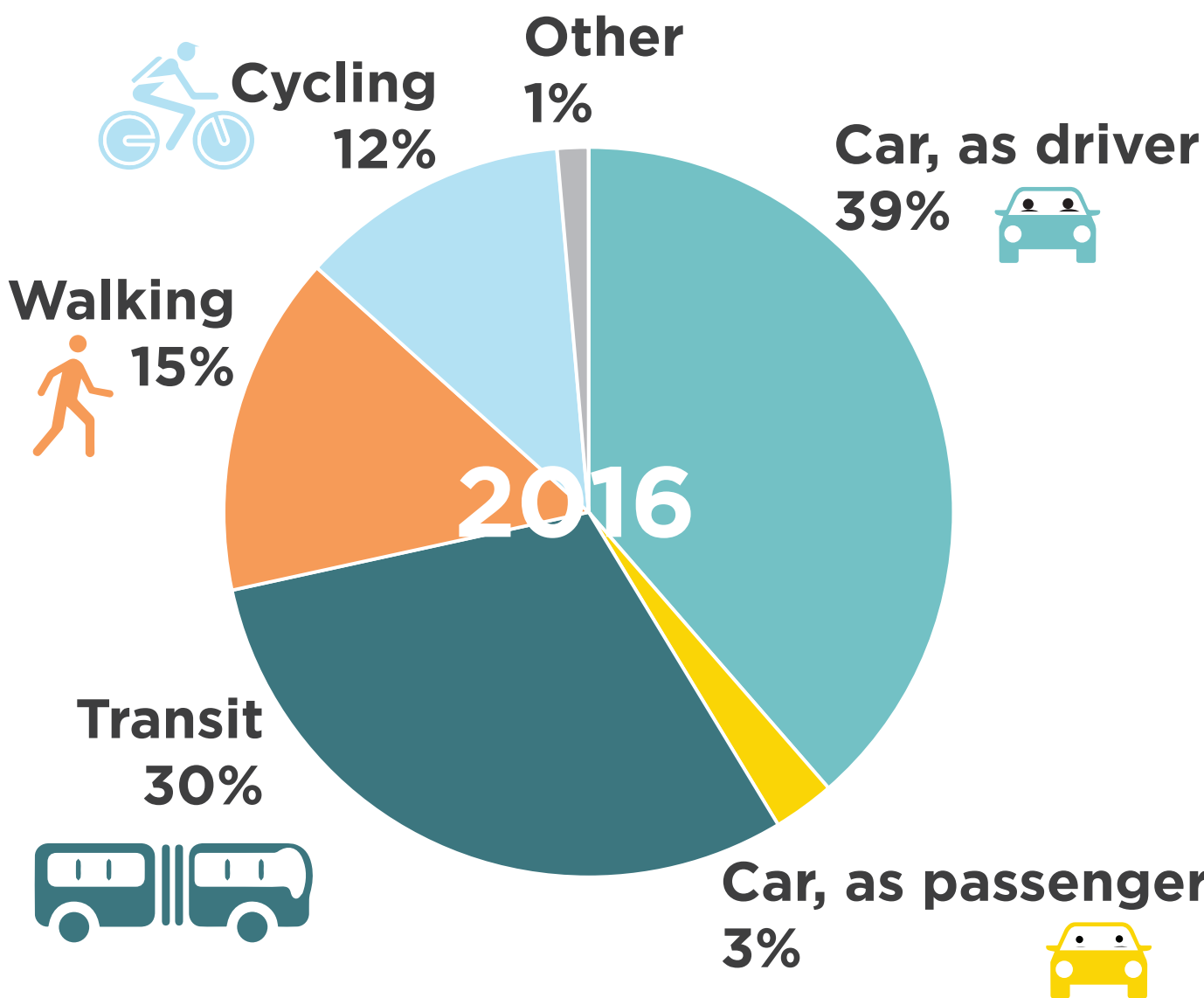
25,990+
JOBS in
Mount Pleasant



The largest job sectors in the Mount Pleasant industrial area are Information and Cultural Industries (32%) and Professional, Scientific and Technical Services (16%)



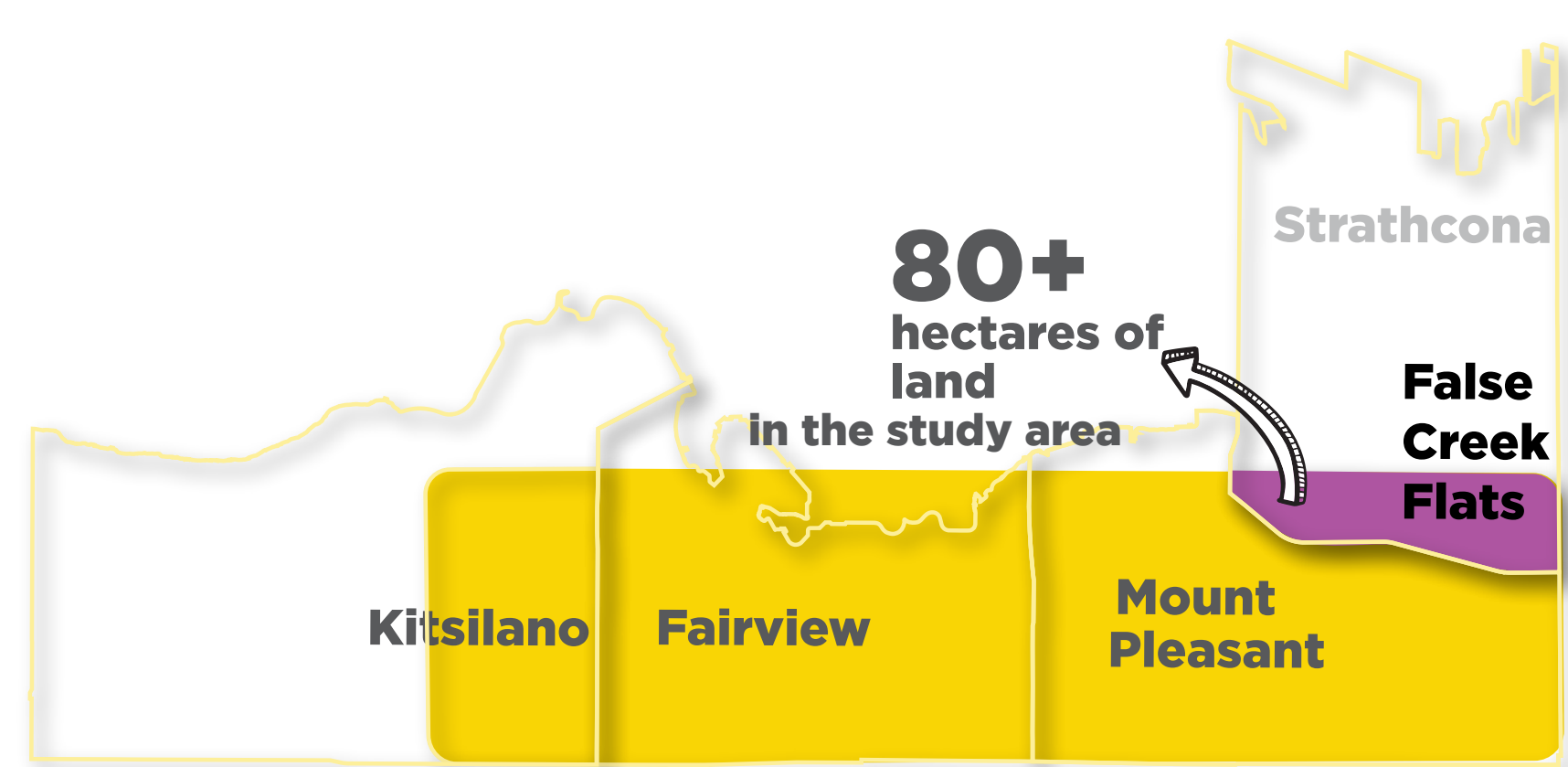
34% of homes in Mount Pleasant are purpose-built-rental units.



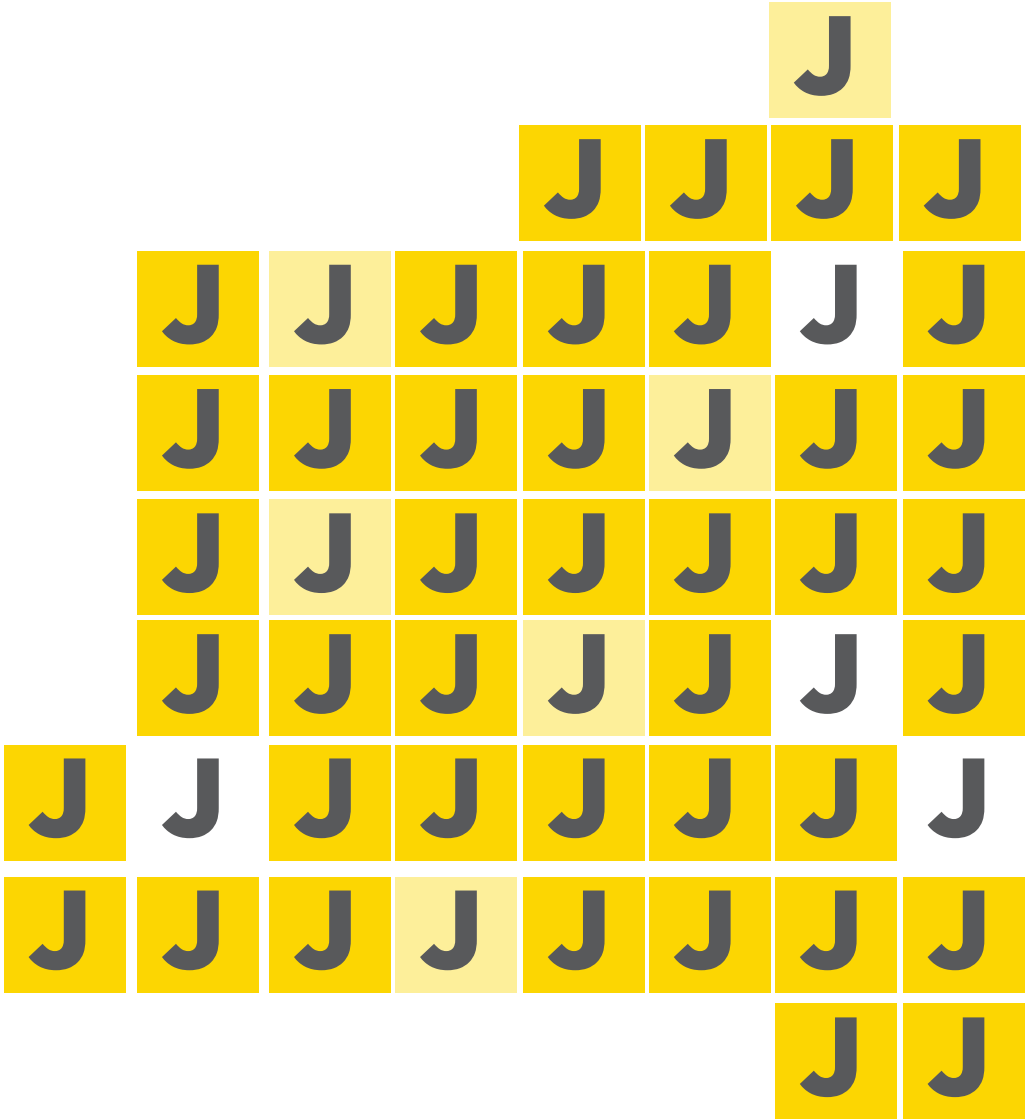
For more information please refer to the Neighbourhood Profiles.

False Creek Flats Today

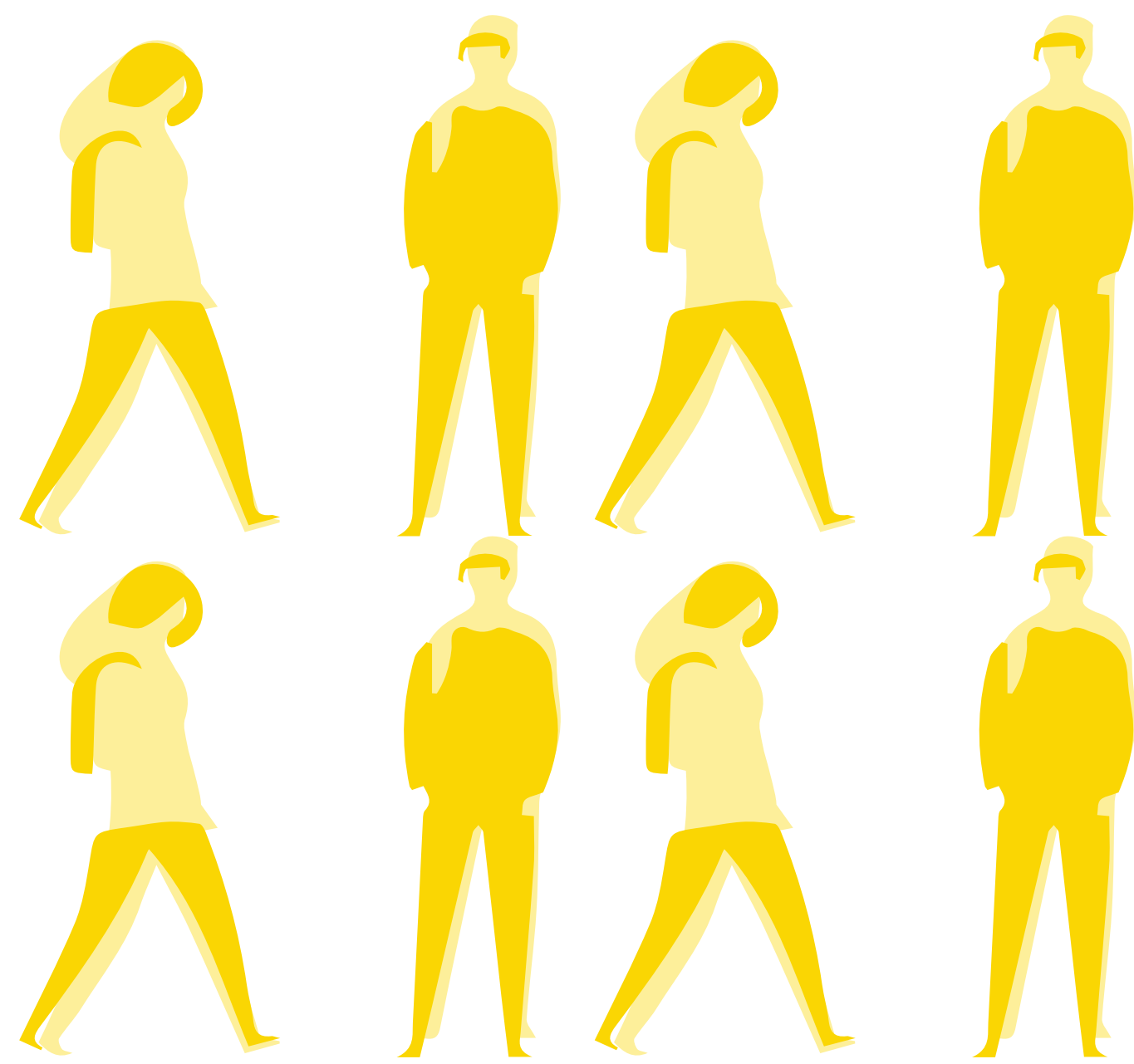
Key highlights of the area



4,760+
JOBS



170+ PEOPLE
LIVING IN THE AREA



Year	False Creek Flats	City of Vancouver
2001 - 2006	+3%	+9%
2006 - 2011	-13%	+6%
2011 - 2016	+80%	+7%

61% Job growth
2006 - 2016

Jobs in False Creek Flats increased significantly (80%) in the last 5 years.

3 Educational Institutions

Emily Carr University of Art + Design
Vancouver Community College
Centre for Digital Media

For more information please refer to the Neighbourhood Profiles.

Community Stories Mount Pleasant

These are sentiments and voices expressed and captured through our community engagement. They are not a singular voice or a direct quote, rather a collage of multiple voices expressing a similar problem or challenge that the Broadway Plan should address.

Where does a person go to feel connected to their culture? You certainly can't within your apartment. We are unable to smudge. What public spaces exist that allow me to connect with nature.

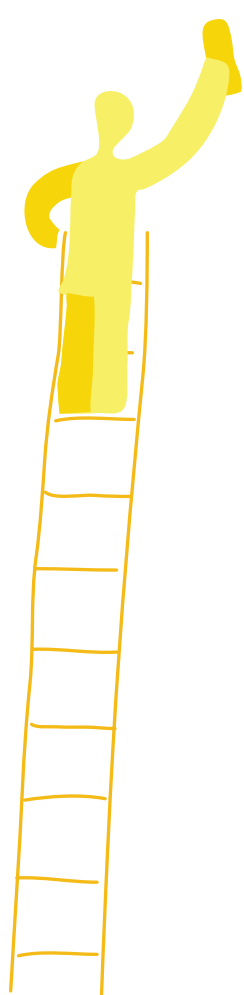


COMMUNITY FEEL

This area shouldn't be luxury or fancy. Not everyone has the dream 9-5 job. I've lived here one year. I want to see this city build more but do so in a way that is not elitist but works with what we have and expands upon it.

SERVICE DELIVERY

As a service provider I want to see **co-location of services**. This means having a space that allows and benefits multiple community organizations. We can share space. We don't need big and beautiful but we do need a community space.



Everyone with kids is leaving Vancouver because they can't afford a 2nd or 3rd bedroom



A PLACE TO LIVE

I'm housed now but there was a time when I wasn't. My mindset is trained to always think about what comes next. Will I continue to be housed? **Will I be renovicted?** How long can I stay where I am? Where will I go next? Will I have to leave the neighbourhood?

BUSINESS



Small businesses

are a huge amenity to our City. We need to keep them and designate more spaces that support them.



Mount Pleasant

I live in Mount Pleasant and everything is **within walking distance** including where I work. All my daily needs are met.



GETTING AROUND

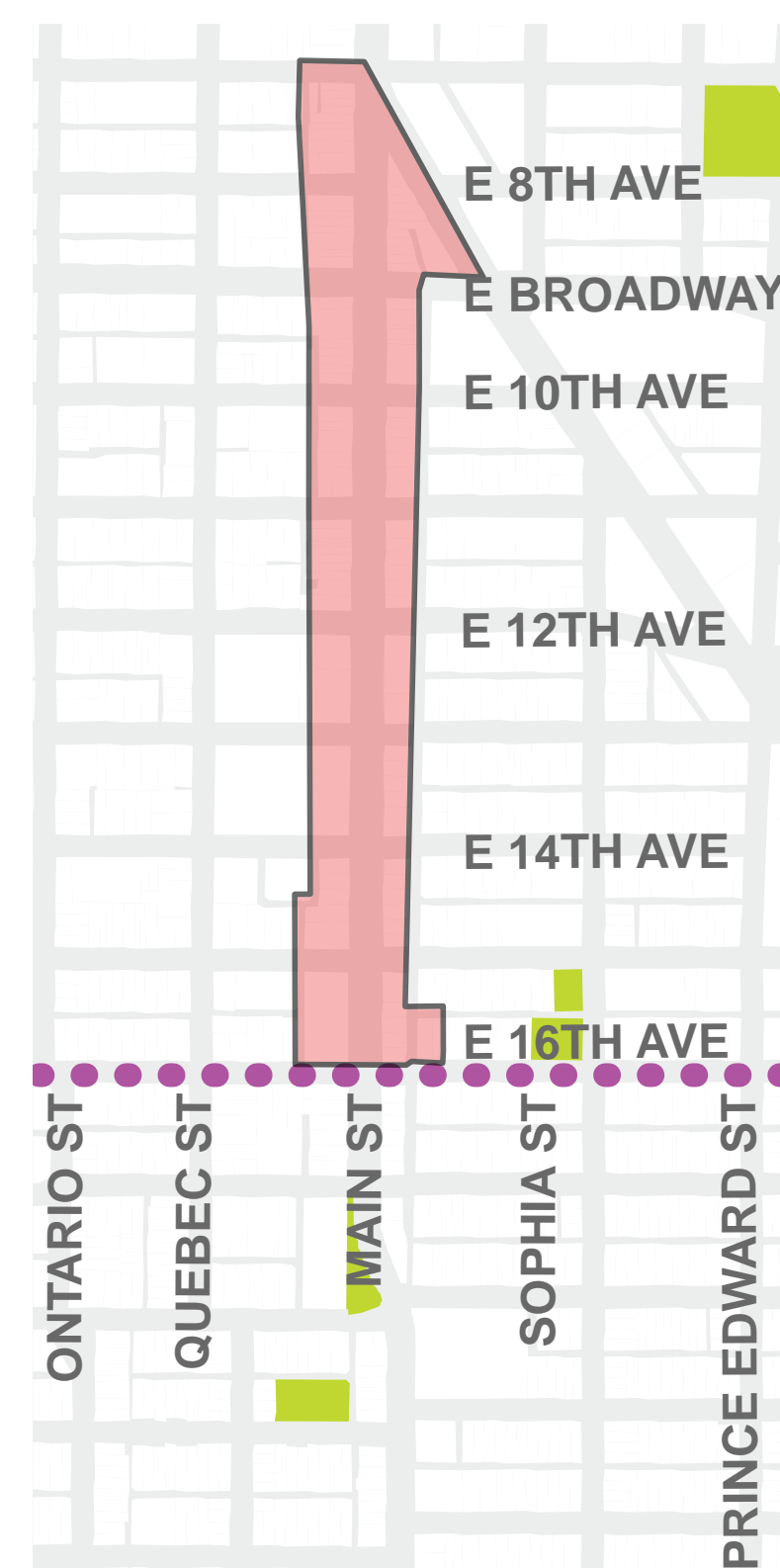
It would be nice to have better connections North-South in addition to our east-west connections. For example, moving South to Broadway from Great Northern Way.



Illustrations by Jeff Kulak

Main Street Village

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Village

□ Policy area boundary

Main Street Village has a cherished and distinctive character, and is regarded by many as the heart of Mount Pleasant. Contributing elements include the heritage buildings, a “human-scale”, small and interesting storefronts, strong presence of arts and culture, and the unique triangle block formed by Main/Kingsway/Broadway at the summit of “hilltown”. The iconic seven storey Lee Building is a prominent heritage building at the northwest corner of Main and Broadway. The area’s many local and independent businesses, including cafés and restaurants, contribute to a vibrant public life and interesting walking experience during the day and at night. Main Street and West 14th Avenue, with a parklet and pavement-to-plaza and numerous nearby patios, has emerged as a hub for socializing and gathering in recent years.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » Main Street Village is generally working well today as a neighbourhood high street, as well as a destination shopping, dining and entertainment street (including nightlife), with its diverse local businesses and unique vibe. With future change, such as the new Subway, there are concerns about the potential loss of the area’s cherished character, including the unique businesses and older buildings.
- » Mount Pleasant Station will be located at the southwest corner of Main Street and Broadway.
- » The street has a vibrant and diverse public life, with Main and 14th emerging as an active “heart” of the village. However, in places the sidewalks are narrow, and there is a need for additional places for gathering.
- » There is a desire for more opportunities for small-scale retail, cafés and patios, including options away from arterial traffic noise.
- » The *Mount Pleasant Community Plan* (2010) maintains the existing scale and character north of East 12th Avenue, and allows a modest increase in height and density for mixed-use development from East 12th to 16th avenues (not implemented). The plan allows an increase in height and density for the Centrepont Mall/Save-On-Foods site, to improve integration with Main Street and to contribute public benefits, such as enhanced open space.

FUTURE DESIRED ROLE

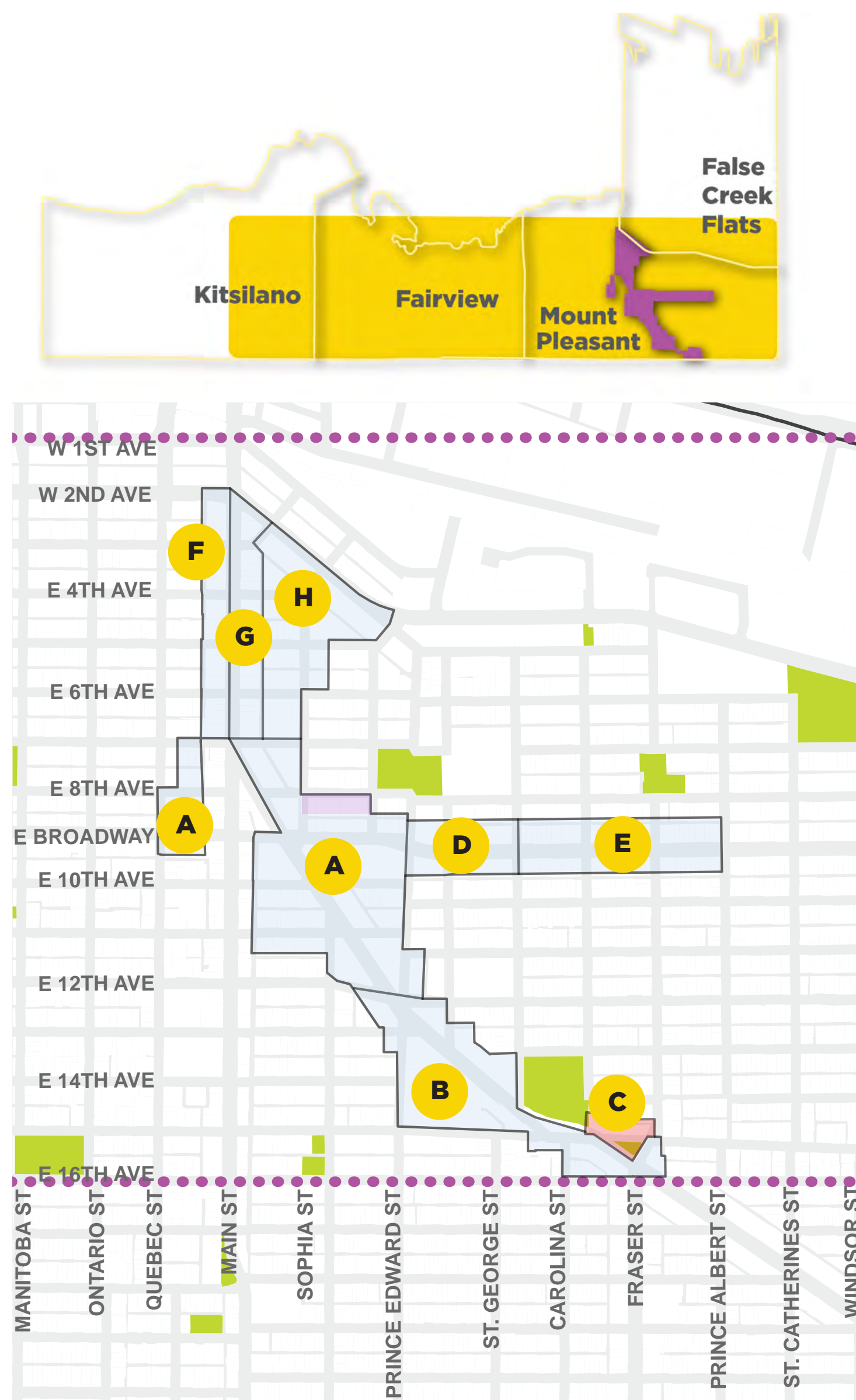
Strengthen Main Street Village as a shopping, dining and entertainment street with a distinctive character, variety of small and local businesses, strong arts and culture presence, and improved walkability and places for gathering.

EMERGING DIRECTIONS

- » Retain the “human-scale” village character by generally maintaining the permitted height and density.
- » Consider limiting new residential development to support the viability of existing businesses.
- » Encourage continuous active ground floor commercial frontages.
- » Continue to require narrow frontages for ground floor commercial uses.
- » For the Centrepont Mall/Save-On-Foods site, affirm support for increased height (with lower height along Main Street) and density for mixed-use development where contributing public benefits such as affordable housing, cultural facilities, public open space, and other amenities.
- » Work with the Province of BC and TransLink to support and integrate the Mount Pleasant Station with active commercial uses and public space improvements.
- » Explore opportunities for public space improvements to create wider sidewalks, additional space for store displays and patios, and places for gathering (e.g. street-to-plaza).
- » Strengthen the area of Main Street and 14th Avenue as a place for gathering and a hub for public life.
- » Explore opportunities for small scale businesses and patios on side streets and in adjacent laneways.
- » Support opportunities for new cultural, entertainment and nightlife venues.
- » Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.

Mount Pleasant Centre

Tomorrow



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Village

■ Residential Area

● Policy area

□ Policy area boundary

Extending along Main Street, Kingsway and Broadway, Mount Pleasant Centre is an eclectic, mixed-use area containing a variety of older retail and office buildings, local-serving and destination businesses, cultural spaces, and newer strata residential development. The *Mount Pleasant Community Plan* (2010) considered change in some of these areas.

East Broadway has a range of low-rise retail and office buildings, with several mixed-use strata developments recently completed or under construction. The Independent, at Broadway and Kingsway, is a 21 storey mixed-use strata residential tower. The aging Kingsgate Mall occupies a large city block on the south side of Broadway between Kingsway and Prince Edward Street. To the east, an eight storey supportive housing building stands prominently at the northwest corner of Broadway and Fraser Street.

With the Mount Pleasant Community Plan supporting rezonings for residential, the IC-2 zone on Main Street between 2nd and 7th avenues has incrementally evolved with newer mixed-use development replacing the older commercial and light industrial buildings. To the east, the IC-3 zone contains light industrial and service businesses, newer developments with artist studios, and the Native Education College.

Kingsway is a busy 6-lane arterial street, which has developed with mid-rise mixed-use development between Broadway and East 12th Avenue. South of 12th it is lined with several car dealerships, as well as Mount Saint Joseph Hospital. East 15th Avenue between Kingsway and Fraser Street is a cherished block of low-scale buildings containing a variety of small, independent businesses such as restaurants, cafés, shops and galleries, fronted by McAuley Park.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

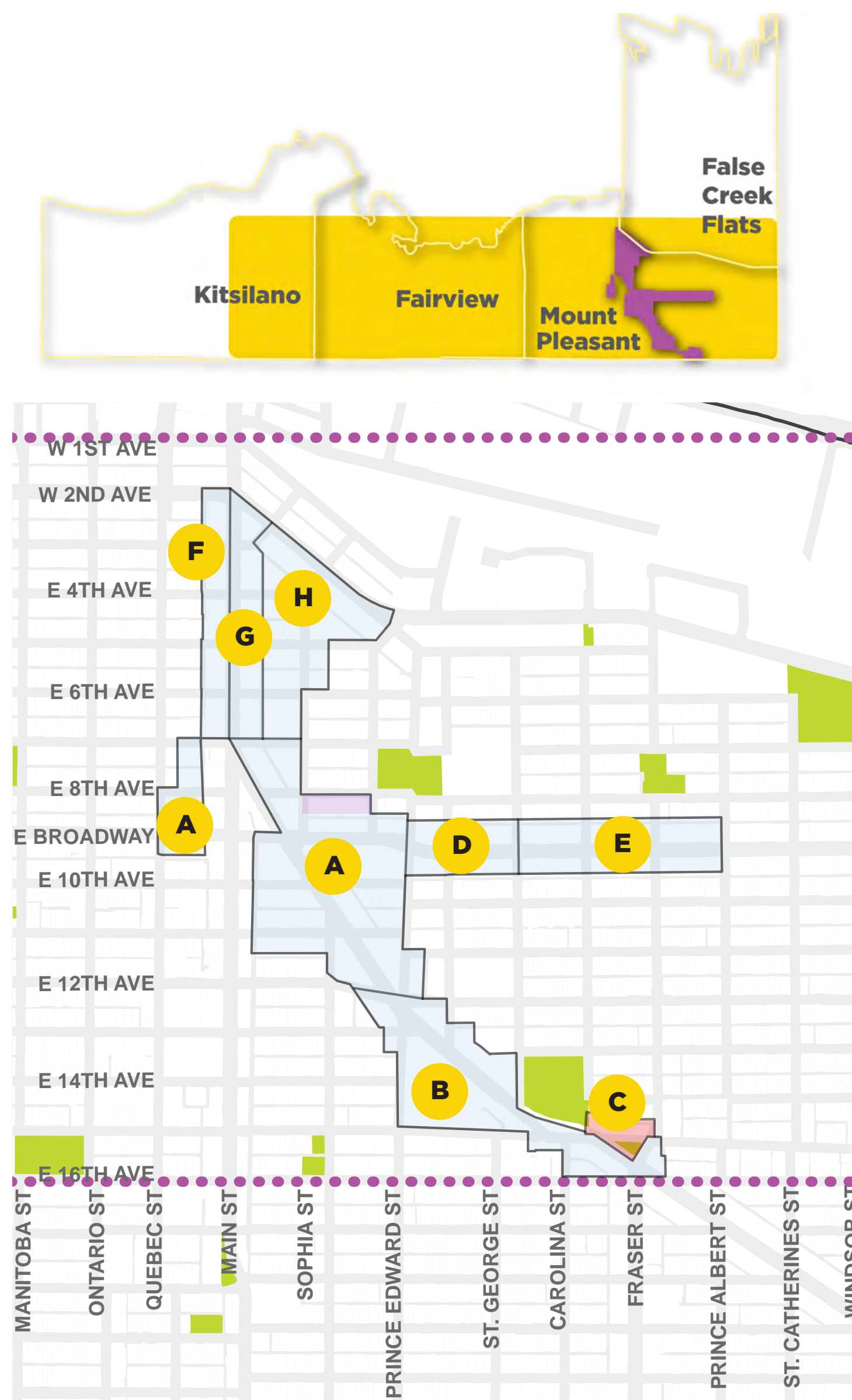
- » There is a significant need for additional housing choice (e.g. secured rental and social housing) and job space (e.g. office), close to rapid transit.
- » There is a need for additional services and amenities to support liveability and more complete neighbourhoods. Closer to Broadway and Main Street, there is also a potential need for hotels to support the concentrations of jobs and other destinations in the area.
- » This area provides opportunities for new housing, job space and amenities while minimizing displacement of existing rental tenants.
- » Broadway is perceived as lacking character and activity. In places it has narrow sidewalks and/or lacks street trees, and inactive ground floor uses limit pedestrian interest and vibrancy.
- » Main Street and Kingsway are perceived as barriers and as unpleasant for walking due to narrow sidewalks, challenging crossings, a lack of buffers from vehicular traffic, and high traffic volumes.
- » In the IC-3 zone (Area H) there are concerns about the loss of the eclectic character and job space, including the mix of small/light industrial businesses, as recent development is primarily strata residential.

» Applicable policies from the *Mount Pleasant Community Plan* (2010) for the area include:

- » For large sites (Kingsgate Mall and the recently-completed The Independent), the plan supports increased height and density for mixed-use development.
- » On Main Street from East 2nd to 7th avenues, the plan supports mixed-use development and modest increases in height and density in select locations.
- » On Broadway east of Prince Edward Street, the plan maintains the existing scale on the south side. On the north side, the plan supports modest increases in height and density for mixed-use development.
- » On Kingsway south of Broadway, the plan allows increased density for residential in mixed-use development (more specific guidance not provided).
- » The plan does not have inclusionary policies or regulatory tools to enable the creation of secured rental or social housing in these areas; accordingly, new development has been primarily strata ownership housing.

Mount Pleasant Centre

Tomorrow



- Legend**
- Broadway Plan Study area
 - Park
 - Character area
 - Centre
 - Village
 - Residential Area
 - Policy area
 - Policy area boundary

FUTURE DESIRED ROLE

Strengthen and diversify Mount Pleasant Centre as a vibrant mixed-use area close to rapid transit by providing opportunities for additional housing (particularly secured rental and social housing), job space, and amenities (e.g. cultural facilities and childcare).

EMERGING DIRECTIONS

» In Area A:

- » Consider increased height and density on limited sites for station area mixed-use affordable housing (e.g. secured rental or social housing) or commercial development (e.g. office or hotel).
- » Require a minimum job space component for mixed-use development.
- » For the Kingsgate Mall site, affirm support for increased height and density for mixed-use development where contributing public benefits such as affordable housing, public open space, and other amenities.
- » On the north side of Broadway between Scotia and Brunswick streets, support lot consolidation across the lane for new development.
 - Prioritize renewal and expansion of social housing (RHS ODP applies to existing rental units).
 - Achieve a minimum amount of on-site public open space equivalent to the area of lane removed.

» In Area B:

- » Consider increased height and density for mixed-use development contributing affordable housing (e.g. secured rental or social housing).

» Work with Providence Health Care on their long term aspirations for the Mount Saint Joseph Hospital site.

- » In Area C, maintain the permitted height and density for the small mixed-use node on East 15th Avenue at Kingsway.
- » In Areas D and E, consider increased height and density for mixed-use development contributing affordable housing (e.g. secured rental or social housing).

» In Area D, require a minimum job space component (e.g. office above retail).

» In Areas F and G along Main Street:

- » West side (Area F): consider increased height and density for mixed-use development contributing affordable housing (e.g. secured rental or social housing).
- » East side (Area G): maintain the permitted height and density for mixed-use development.

» In Area H, consider a modest increase in height and density for mixed-use development contributing affordable housing (e.g. secured rental or social housing).

» Continue to support light industrial and arts and cultural uses, and explore an increased requirement for job space in new development.

» Foster Broadway as a Great Street with improved sidewalks, street trees, continuous active ground floor commercial frontages, and places for gathering.

» Along Kingsway and Main streets:

- » Encourage continuous active ground floor commercial frontages.
- » Explore opportunities for public space improvements to create wider sidewalks, additional space for store displays and patios, and places for gathering.

Mount Pleasant South Apartment Areas *Tomorrow*



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

□ Policy area boundary

Close to Main Street, Kingsway and Broadway, these are primarily residential apartment areas with green and leafy streets and a significant stock of older rental housing including many 3-4 storey walk-up apartments, as well as multiple conversion dwellings. They also contain some single-family houses and newer low-rise strata ownership housing. Along West 10th Avenue are two rental towers, several churches, and a cherished small grocer and café at Quebec Street. Between Quebec and Main streets are several buildings associated with an independent elementary and secondary school.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The green and leafy streets, mix of housing types, and buildings from different eras contribute to a cherished neighbourhood character. These areas are desirable places to live due to the availability of amenities, shops and services within an easy walk or roll.
- » The area has a significant stock of older rental housing, close to jobs, services and amenities, which is aging and in need of renewal. Rental rates continue to rise, and there is a very low vacancy rate (<1.5% in recent years).
- » There are significant concerns around potential displacement of existing rental tenants, through renovations and/or redevelopment.
- » A need for additional rental housing, including for families with children, close to rapid transit, shops and services.
- » The *Mount Pleasant Community Plan* (2010) does not specifically address these areas.

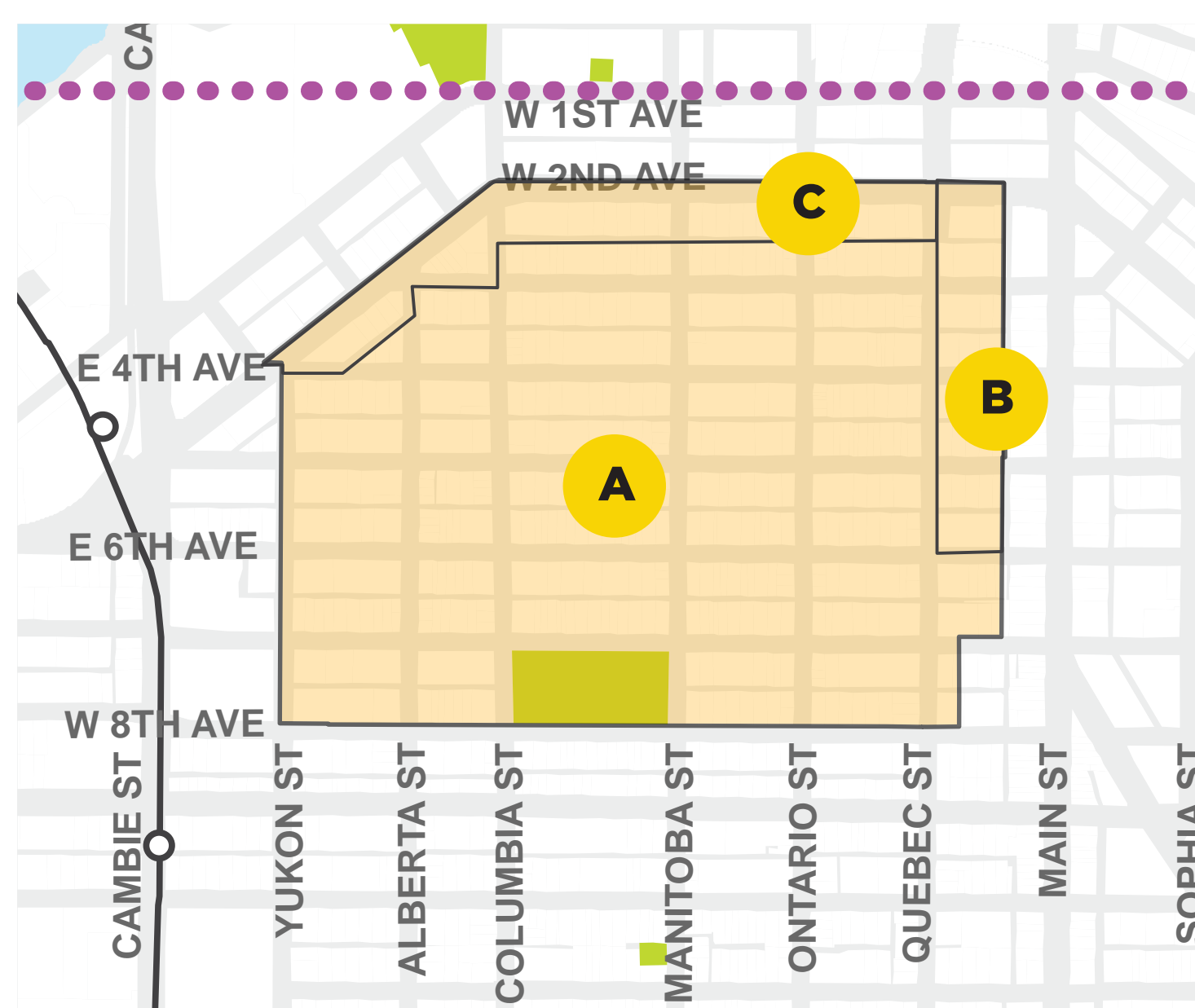
FUTURE DESIRED ROLE

Strengthen the Mount Pleasant South Apartment Areas as primarily residential areas with diverse housing options by providing strategic opportunities for new affordable housing, while encouraging retention and renewal of existing older rental housing.

EMERGING DIRECTIONS

- » Retain the distinctive green and leafy character with a variety of buildings from different eras.
- » Support the retention and careful long-term incremental renewal of the older rental housing by considering a modest increase in height and density for secured market and below-market rental on sites with existing rental units. In all cases, affordability will be maintained and renters will be supported so they are not displaced from the area.
- » Consider increased height and density for affordable housing (e.g. secured rental or social housing) on sites without existing rental units.
- » Support increased height and density to renew and expand social and co-op housing, and enhance affordability where possible, on City- or non-profit owned sites.
- » Support choice-of-use for residential or non-residential (e.g. commercial) uses at grade on:
 - » East 12th Avenue between Watson Street and Sophia Street.
 - » East Broadway between Prince Albert Street and Clark Drive.
- » Explore opportunities for new local-serving shops and services in select locations (e.g. key walking streets, greenways, etc.).

Mount Pleasant Industrial Area *Tomorrow*



Legend

- Broadway Plan Study area
- Park
- Character area
- Industrial/Employment Area
- Policy area
- Policy area boundary

The Mount Pleasant Industrial Area is a centrally located light industrial area with a dynamic range of businesses and significant recent development. It was initially developed as a single-family neighbourhood in the 1890s and then transformed slowly to industrial use beginning in the 1940s. For several decades the area has provided affordable production, distribution and repair (PDR) space serving the city. Zoning changes in 2013 (area-wide) and 2017 (east of Quebec Street; Area B) expanded the range and intensity of innovation economy users including digital, interactive and entertainment uses, creative uses and breweries, all adding to the interest and energy of the area. Since the zoning changes there have been many new developments with light industrial at grade and office above, completed and underway. In early 2021, an economic recovery Quick Start Action created a new rezoning policy to enable employment intensive light industrial development along the south side of 2nd Avenue, from Quebec to Yukon streets (Area C).

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The area is generally working well, with significant take up of the recent zoning changes in new development. The breweries and small restaurants/café's contribute to a vibrant public life and support pedestrian activity during the day and evening.
- » The area provides diverse building types and historically lower lease rates than can be provided in other nearby commercial or mixed-use areas. There are a number of arts and cultural spaces in the area.
- » With the city's strong tech sector and the locational preference of the area for tech, healthcare and other innovation economy companies, there is a desire to increase capacity for office uses.
- » There is also a long term need for additional space for production, distribution and repair (light industrial) functions to serve city.
- » There is a need for additional services and amenities to support the concentration of jobs in the area.
- » The area is centrally located close to several existing and future rapid transit stations on the Canada Line and the Broadway Subway.

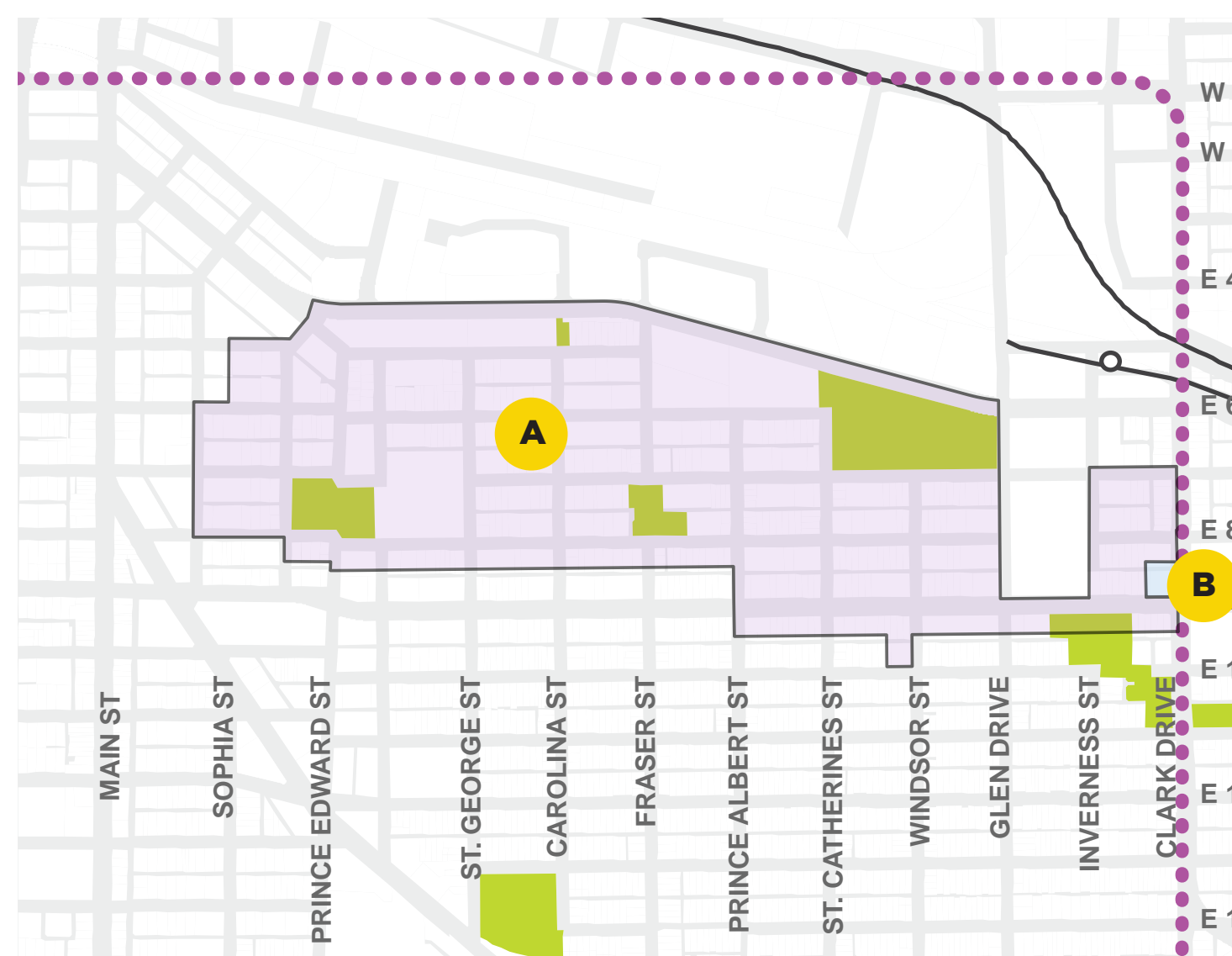
FUTURE DESIRED ROLE

Strengthen the Mount Pleasant Industrial Area as a vibrant creative production area by enhancing its light industrial function while strategically increasing opportunities to support the innovation economy.

EMERGING DIRECTIONS

- » In Area A:
 - » Intensify the production, distribution and repair (light industrial) function of the area.
 - » Increase opportunities to support the innovation economy.
 - » Recognize and foster arts and cultural spaces.
 - » Continue to restrict residential uses.
 - » Consider a broader range of uses including additional amenities and services (e.g. food and beverage options).
 - » Explore opportunities to enhance the viability of small businesses, such as expanded lounge and patio space for breweries.
- » In Areas B and C, maintain the permitted heights, densities and uses (continue to restrict residential uses).

Mount Pleasant North Apartment Area *Tomorrow*



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Centre

■ Residential Area

● Policy area

□ Policy area boundary

Generally between Broadway, Great Northern Way, Scotia Street, and Clark Drive, this is a primarily residential apartment area with a mix of low-rise strata ownership and rental housing, including market rental, social housing, and co-ops. Multiple conversion dwellings and single-family houses are also sprinkled throughout the area. There are a handful of small businesses and historic storefronts along Broadway. On the residential streets the mature street trees, landscaped setbacks and gardens contribute to the green and leafy character. Large parks include Guelph Park (“Dude Chilling Park”), Sahalli Park, and China Creek North Park. Along Great Northern Way is a significant escarpment reflecting the area’s historic shoreline.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The green and leafy streets, mix of housing types, and the varied topography and views contribute to a cherished neighbourhood character. The cultural and socio-economic diversity of the area is also highly valued.
- » The area has a significant stock of older market and non-market rental housing, which is aging and in need of renewal. Rental rates continue to rise, and there is a very low vacancy rate (<1% in recent years).
- » There are significant concerns around potential displacement of existing rental tenants, through renovations and/or redevelopment, and increasing pressure on the rental stock from the significant employment growth in the nearby Creative District. Median household incomes for renters are the lowest of anywhere in the study area.
- » A need for additional rental housing options, close to jobs and rapid transit.
- » Much of the area lacks local-serving shops and services within an easy walk or roll.
- » The *Mount Pleasant Community Plan* (2010) does not specifically address this area.

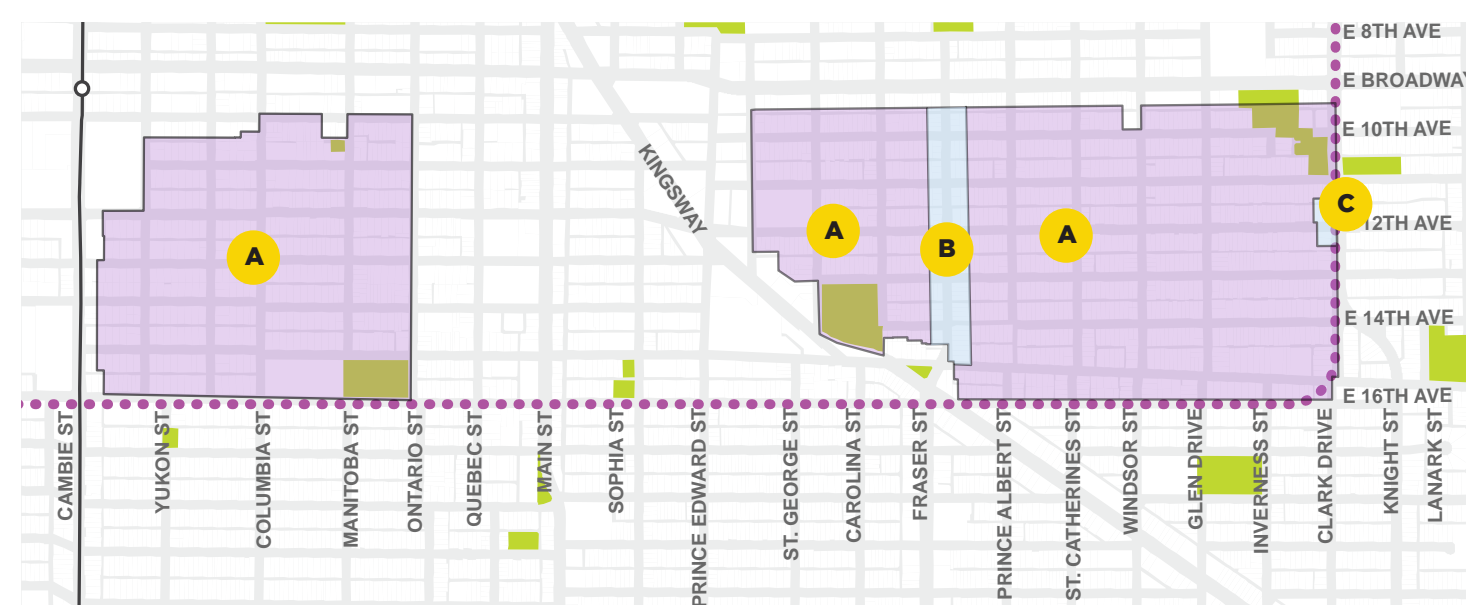
FUTURE DESIRED ROLE

Strengthen the Mount Pleasant North Apartment Area as an affordable, primarily residential area by providing strategic opportunities for new affordable housing, while retaining the existing older rental housing.

EMERGING DIRECTIONS

- » In Area A:
 - » Retain the distinctive green and leafy character with a variety of buildings from different eras.
 - » Support retention of the older rental housing and explore opportunities for non-profit and/or government purchase of existing purpose-built rental to preserve affordability over the long-term.
 - » Consider increased height and density for affordable housing (e.g. social housing) on sites without existing rental units.
 - » Support increased height and density to renew and expand social and co-op housing, and enhance affordability where possible, on City- or non-profit owned sites.
 - » Explore opportunities for new local-serving shops and services in select locations (e.g. key walking streets, greenways, along Broadway, etc.).
- » In Area B, consider increased height and density for affordable housing (e.g. secured rental or social housing) in new mixed-use development on the northwest corner of Clark Drive and Broadway.

Mount Pleasant RT Areas *Tomorrow*



Legend

..... Broadway Plan Study area

■ Park

Character area

■ Residential Area

■ Centre

● Policy area

□ Policy area boundary

The Mount Pleasant RT Areas are residential areas with green and leafy streets and low-density housing, including single-family houses, duplexes, multiple conversion dwellings and small-scale strata developments. Secondary rental units, such as basement suites and suites in older houses, are sprinkled throughout these areas. The area west of Main Street has a concentration of heritage buildings, particularly north of 12th Avenue, which contribute to the distinctive neighbourhood character.

These areas are served by several neighbourhood parks and elementary schools. 12th Avenue is a busy four-lane arterial that runs east-west through these areas, with a small commercial node at Clark Drive.

PRIORITIES

Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » These areas have primarily low-density ownership housing, such as single-family housing, duplexes or small multiple dwellings. Conversely there is a lack of affordable housing options. Rental housing generally comprises secondary rental units or units in multiple conversion dwellings.
- » There is a desire for additional rental housing choice in these areas, including off-arterial options.
- » 12th Avenue is perceived as a barrier due to its high traffic volumes, narrow sidewalks and a lack of pedestrian crossings in some sections. Fraser Street also has narrow sidewalks with a lack of buffers from vehicular traffic.
- » The area east of Kingsway lacks local-serving shops and services within an easy walk or roll.
- » The *Mount Pleasant Community Plan* (2010) does not specifically address this area.

FUTURE DESIRED ROLE

Enhance the Mount Pleasant RT Areas as primarily residential areas with more diverse housing options by providing opportunities for new rental housing, including off-arterial locations, while fostering a mix of building types as the areas grow and evolve.

EMERGING DIRECTIONS

» In Areas A:

- » Foster a distinctive green and leafy character with a variety of buildings from different eras by retaining heritage buildings and ensuring incremental change with new growth.
- » Consider increased height and density for affordable housing (e.g. secured market and below-market rental apartments).
- » Explore opportunities for new local-serving shops and services in select locations (e.g. key walking streets, greenways, arterial intersections, etc.), particularly in the area east of Kingsway.

» In Area B:

- » Strengthen Fraser Street as a more walkable, mixed-use street with new housing opportunities and continuous active ground floor commercial frontages.
- » Consider increased height and density for affordable housing (e.g. secured rental or social housing).

» In Area C, consider increased height and density for affordable housing (e.g. secured rental or social housing) in new mixed-use development on the corners of Clark Drive and East 12th Avenue.

Creative District

Tomorrow



The Creative District is a mixed hub of primarily institutional, light industrial and office developments, with a small amount of housing such as live-work. Located between Main Street and Clark Drive, the area is anchored by post-secondary institutions: Emily Carr University of Art and Design (ECUAD), the Centre for Digital Media (CDM), and Vancouver Community College (VCC). The area is situated on the historic False Creek shoreline that connected to upland streams and watersheds.

The False Creek Flats Plan (2017) envisions this area being a key part of Vancouver's future economic growth in Vancouver, estimating it will have 9,600 additional jobs by 2041. The area is poised to leverage existing and future rapid transit improvements, particularly with the new Broadway Subway providing a direct connection to the Canada Line and to Central Broadway, the city's second downtown.

Recent developments in the area have attracted high-tech and creative sector tenants seeking large office floor plates and proximity to other creative organizations and employees. However with new companies moving to the area, challenges have emerged with workers being unable to access their daily needs within an easy walk.

PRIORITIES

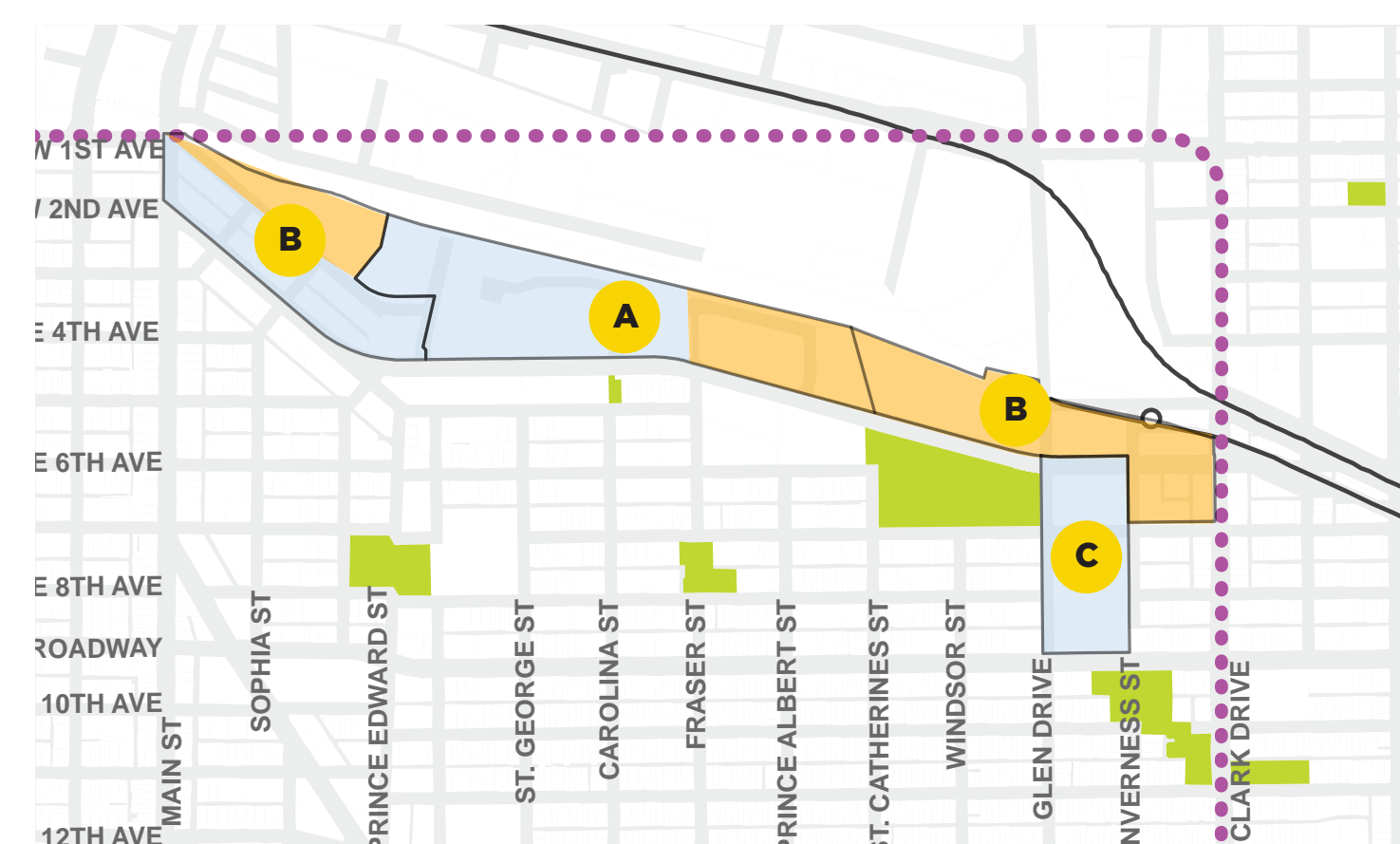
Key planning priorities to consider for this sub-area, identified through community engagement, city-wide objectives, and technical work, include:

- » The existing Great Northern Way Campus zoning only permits very limited retail and service uses. For the few services currently available, the area lacks a critical mass of people to support a vibrant retail and service economy, particularly outside of regular business hours. This also results in new buildings having inactive uses on the ground floor that do not promote an active public life and pedestrian interest.
- » The existing Great Northern Way Campus zoning restricts building heights in a way that makes it challenging to achieve the permitted density on each site. In turn, this encourages building forms that are bulky and continuous with little articulation or public space along Great Northern Way.
- » Despite being at the current terminus of the SkyTrain Millennium Line, access to the area is perceived as challenging for people walking, cycling or taking transit. As the district has grown in recent years, there have been ongoing reported conflicts between people walking, cycling and driving.

- » As a growing employment centre, childcare is a significant need. Larger building floor plates and consistent solar access provides this area with an opportunity to integrate amenities such as childcare.
- » The existing zoning in much of the area does not permit residential uses. The *False Creek Flats Plan (2017)* identified the Great Northern Way Campus as an area for consideration of additional institutional rental housing (i.e. student housing).
- » This area provides opportunities for new housing, job space and amenities without displacement of existing rental tenants.

FUTURE DESIRED ROLE

Strengthen the Creative District as a vibrant and walkable mixed-use area close to existing and future rapid transit with a diverse range of job space, post-secondary institutions, and new affordable housing, as well as additional retail, services, and amenities to support a more complete district.



Legend

- Broadway Plan Study area
- Park
- Character area
- Centre
- Industrial/Employment Area
- Policy area
- Policy area boundary

Creative District

Tomorrow



Legend

- Broadway Plan Study area
- Park
- Character area
- Centre
- Industrial/Employment Area
- Policy area
- Policy area boundary

EMERGING DIRECTIONS

- » Foster a mixed-use district, vibrant during the day and evening hours, which helps attract and retain employees to the area.
- » Support a broader range of uses, including retail and food and beverage options, to help meet the daily needs of area employees, students and residents and to support a more complete district.
- » Explore opportunities for additional community amenities, such as childcare, to support a growing centre for employment and post-secondary education.
- » Support strategic opportunities for new secured rental and student housing in proximity to jobs, post-secondary institutions and rapid transit.
- » Create diverse places for public life in a walkable and connected district, and seek to reduce conflicts between people walking, cycling and driving.
- » Explore opportunities to improve connections to the Mount Pleasant North Apartment Area and other adjacent areas.
- » In Area A:
 - » Support the long term expansion of Great Northern Way Campus and a broader range of uses.
 - » Review permitted building heights and explore more contextual, sculpted building forms that provide visual interest and enhance the walking experience.
 - » Work with the Province of BC and TransLink to support and integrate the Great Northern Way-Emily Carr Station with active commercial uses and public space improvements.
- » Consider increased height and density for station area high-rise commercial development (e.g. office or hotel) or affordable housing (e.g. secured market and below-market rental) in close proximity to the Great Northern Way-Emily Carr Station on lands designated as General Urban in the Regional Growth Strategy, as long as existing job space requirements are maintained or expanded.
- » Explore opportunities for additional institutional rental (student) housing.
- » In Areas B:
 - » Generally maintain the permitted heights and densities.
 - » Explore strategic opportunities for job space intensification as well as mixed-use development with affordable housing (e.g. secured rental) in close proximity to rapid transit stations on lands designated as Mixed Employment in the Regional Growth Strategy, as long as existing industrial space requirements are maintained or expanded, and in alignment with the Metro Vancouver *Regional Industrial Lands Strategy* (2020).
- » In Area C:
 - » Support the long term expansion of Vancouver Community College.
 - » Consider a broader range of uses, such as retail/service and affordable housing (e.g. secured rental).

At Home

Over the next 30 years, the Broadway Plan will add significantly more social, supportive and secured rental homes close to a new \$3B transit investment, regional employment centre and amenities to provide options for existing residents to remain in their communities and new residents to move in. It will also strengthen renter protections and work to mitigate the negative impacts of displacement on disproportionately impacted communities.

Today these neighbourhoods include some of the most dense rental areas in the city and contain a significant portion of Vancouver's non-market rental housing. The Broadway Plan will build on this character by:

- » Prioritizing rental housing options affordable to a range of local incomes
- » Providing opportunities for worker housing close to employment centres
- » Strengthening renter protections, recognizing that people experiencing homelessness, low-income individuals and families, racialized communities and Indigenous people are often disproportionately impacted by redevelopment pressures and affordability challenges



WHAT WE HEARD

- » **Current renters are concerned about their ability to stay in the area.** Many fear being renovicted or demovicted from their homes due to redevelopment pressures.
- » **Actions and policies to prevent and mitigate displacement are needed.** Focus should be on maintaining affordability and relocation options that let people stay in their neighbourhoods rather than forcing moves.
- » **People are frustrated over the inability to find affordable and suitable homes.** Current options do not reflect what people can afford to pay and are often too small or inaccessible to those with mobility challenges.
- » **New housing at higher densities close to rapid transit and job space is appropriate.** However there are very different views over what specific heights and densities should be and there is a need to address impacts of speculation and the link to redevelopment pressures.
- » **Plan for the housing needs of specific populations who are underserved.** Including seniors' accessibility and care needs, workers' proximity to job opportunities, families need for flexible space, and culturally-appropriate Indigenous housing.

- » **Increase non-profit and affordable housing supply.** New social, supportive, co-operative and below-market rental housing in partnership with the community housing sector and senior governments.



Cannot think about job prospects or a future in Vancouver if housing is not affordable now.

— Student at Native Education College Workshop



Need for amenities, supports and services to go along with more affordable housing like childcare and local-serving retail.

— Non-Profit Housing Provider Workshop Participant



Want to see more rental housing that's actually affordable to the average Vancouverite; most of the new rental, even the ones a little below market is out of reach.

— Phase 1 Open House Participant

At Home

What is informing this work

Housing objectives are drawn from the Broadway Plan Guiding Principles, neighbourhood-based consultation and city-wide strategies including Housing Vancouver, the City's 10-year strategy to address housing affordability in Vancouver.

Broadway Guiding Principles

Direction to leverage the investment in the Broadway Subway to create new housing opportunities for a diversity of household types and incomes, focusing on purpose-built market and below-market rental, social and supportive housing. Retain and reinvest in existing older rental housing with the goal that renters can remain in the neighbourhood at affordable rates.



Housing Vancouver Strategy

Direction to advance transformation of low-density neighbourhoods to increase supply, affordability, and variety of housing options. Prioritize market and below-market rental and social housing near transit hubs.



Aligning with city-wide planning through the Vancouver Plan

The Vancouver Plan will be a long-term strategic plan to help guide the community recovery from COVID-19 and long-term planning of our city. The provisional goals and directions include enabling housing choices for a diversity of incomes and prioritizing those experiencing homelessness, low-income people and communities facing systemic racism.

Provisional Goals include direction to:

- » Provide Housing Choice, Affordability, and Security for the Diverse Needs of Vancouver Residents
 - » Enable housing choices for a diversity of incomes and prioritizing those experiencing homelessness, low-income people and communities facing system racism
 - » Create holistic and affordable neighbourhoods with diverse housing, childcare, community and recreational facilities, parks, cultural spaces and local employment opportunities
- » Create an Equitable, Diverse and Inclusive Community
 - » Transform our processes and practices to include and reflect marginalize people and communities
 - » Centering equity-seeking voices to build a more just city

Planning Vancouver Together

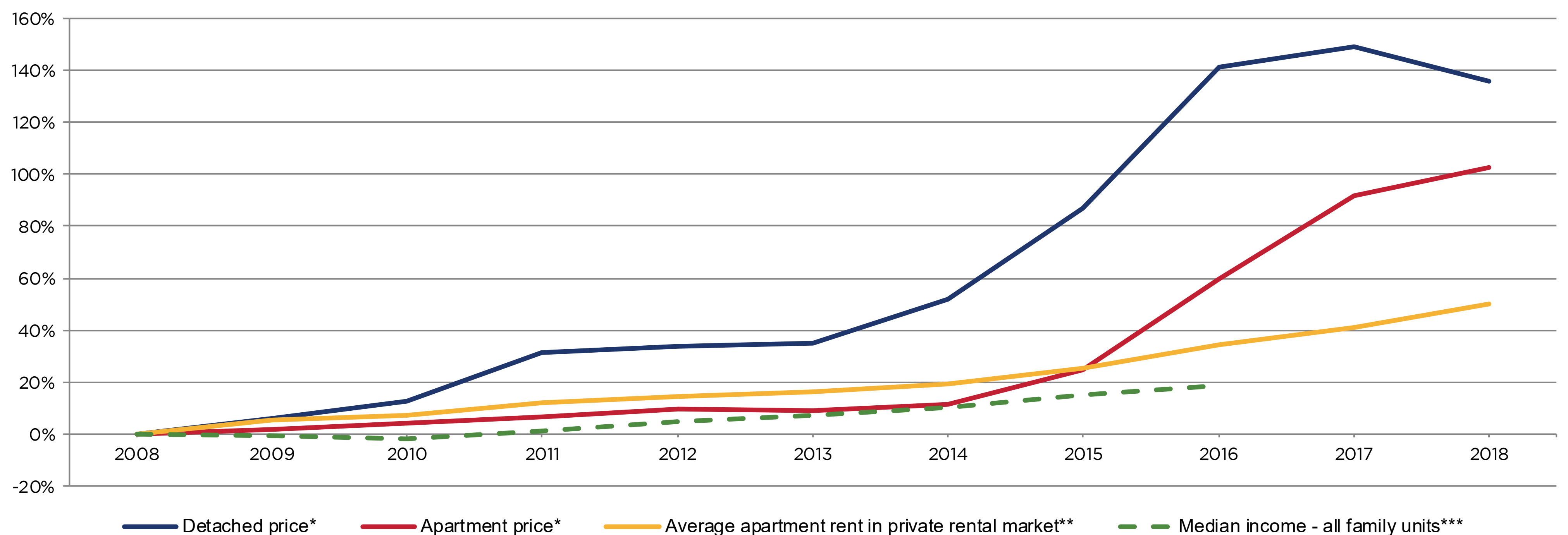


At Home

Housing Needs

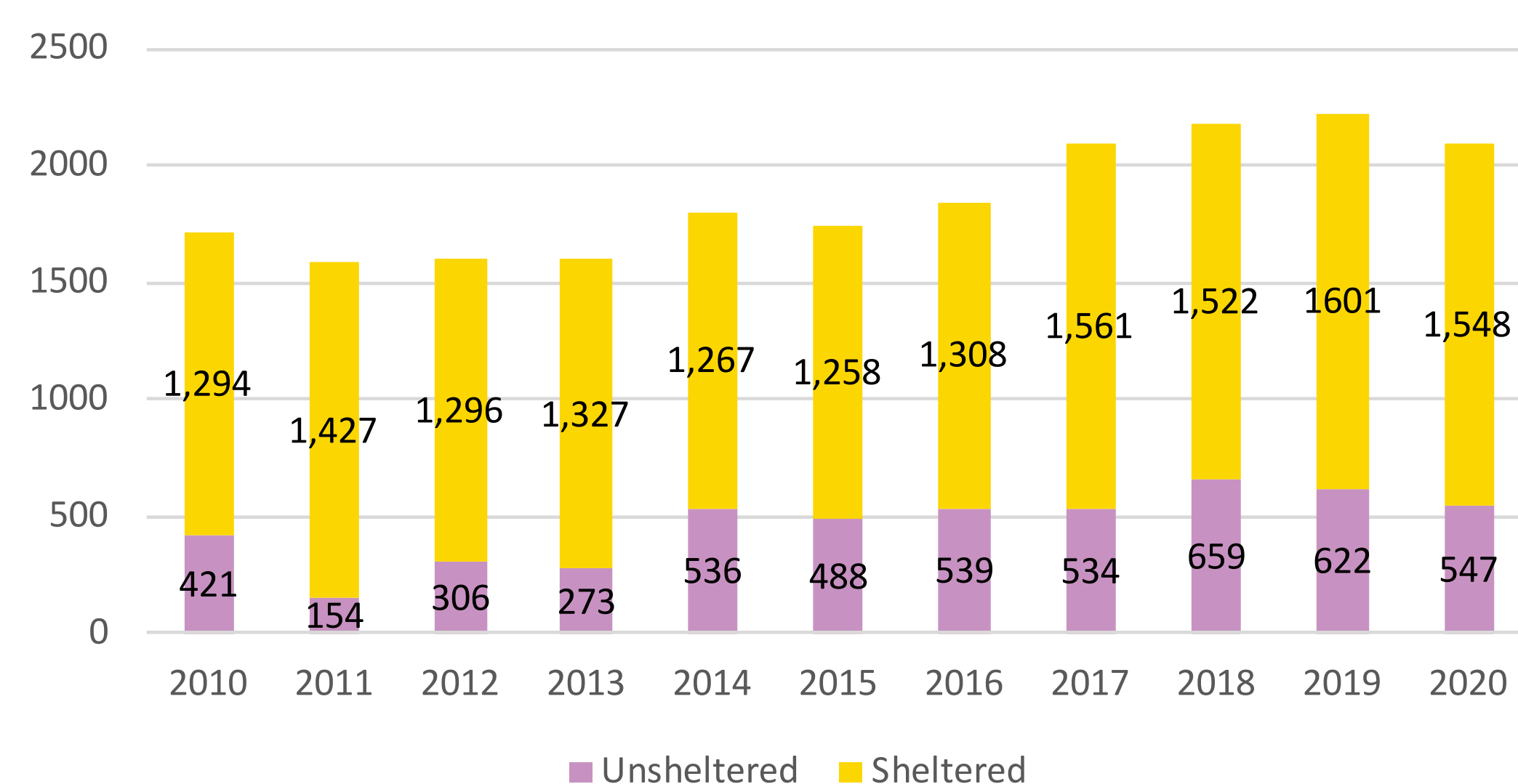
Broadway Plan will seek to meet existing housing needs and future needs of new residents, prioritizing low- and moderate-income households including people experiencing homelessness, a diversity of renters experiencing affordability challenges and current and future workers.

Percentage Change in Housing Costs and Median Household Income from 2008 levels, 2008-2018



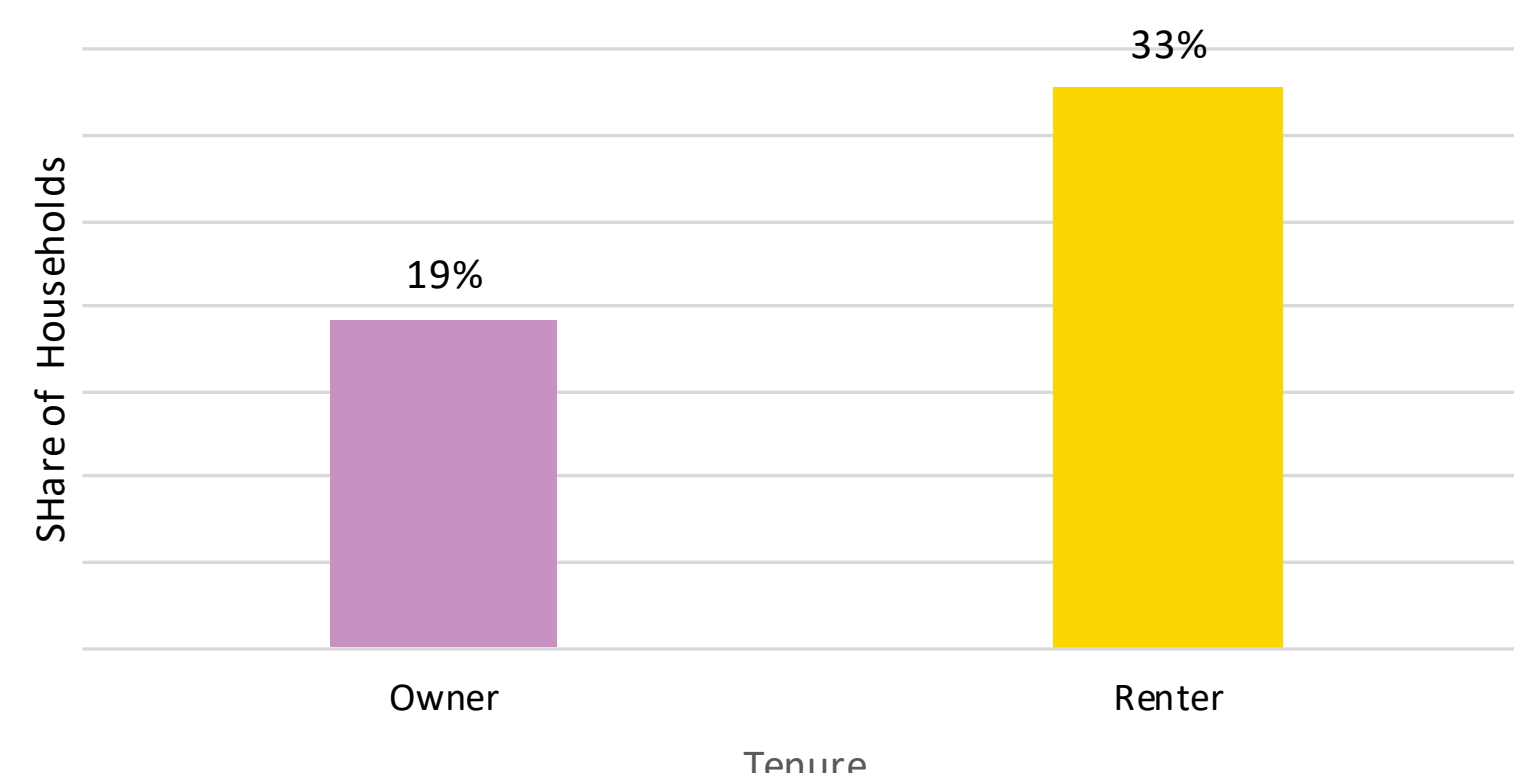
Housing price increases in Vancouver have outpaced growth in local incomes. Homeownership is becoming increasingly out of reach even for moderate-income households in the city and renters are struggling to keep pace with rent increases.

Vancouver Homeless Population

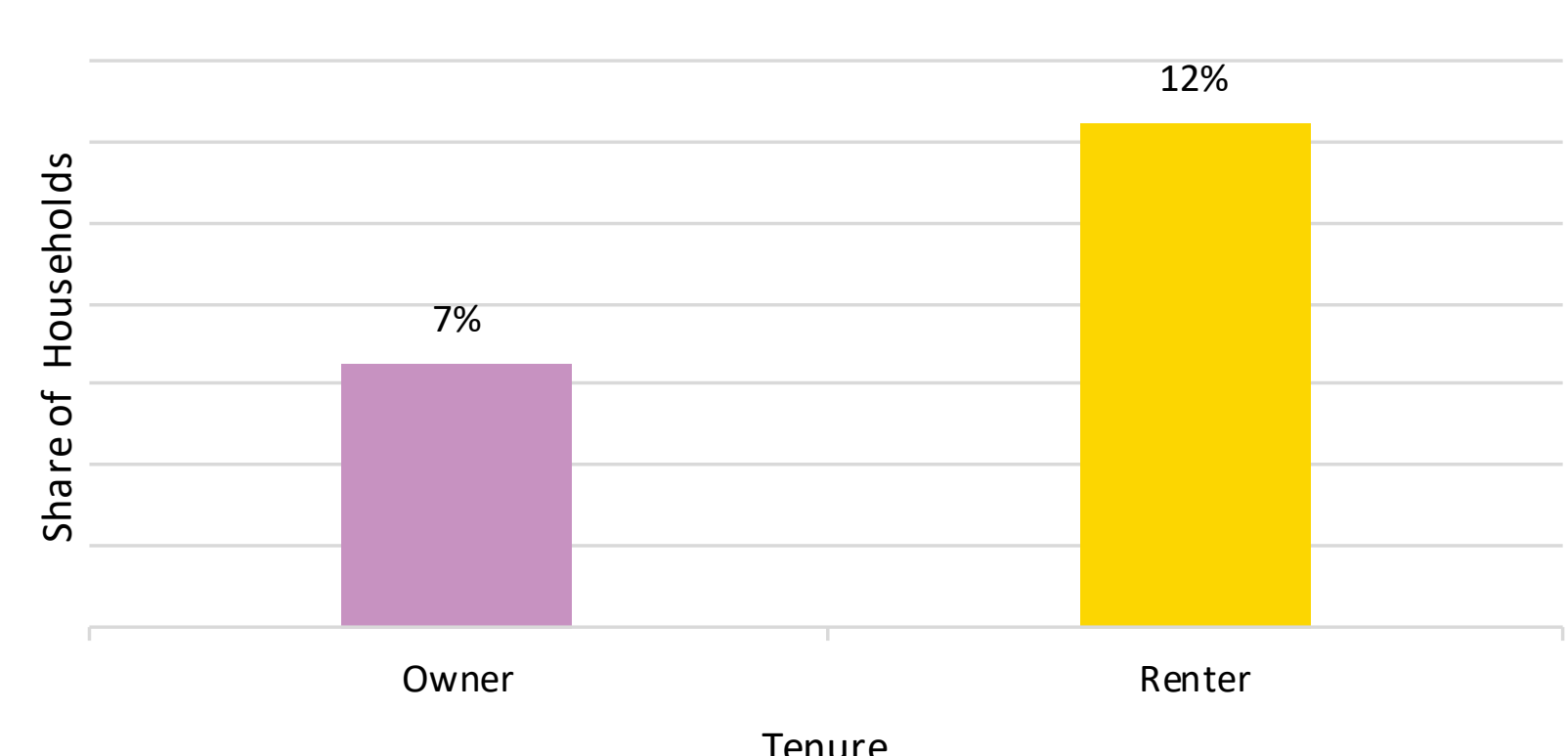


The 2020 Homeless Count found **2,095 people experiencing homelessness in Vancouver.** The results represent the minimum number of people experiencing homelessness in a single day. The 2020 results also do not reflect the impacts of COVID-19 on the state of homelessness as the Count took place before British Columbia declared a provincial state of emergency.

Share of Households Paying Over 30% of Income on Shelter Costs



Share of Households Paying Over 50% of Income on Shelter Costs

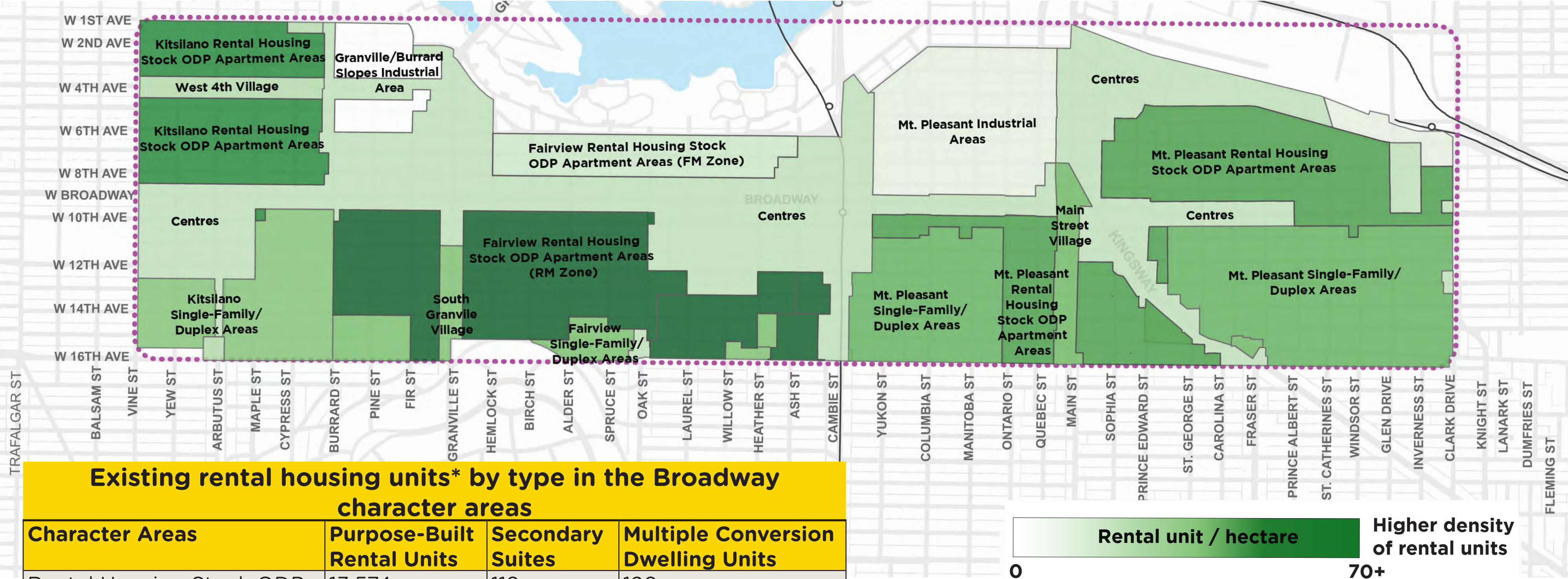


In the Broadway area there are **9,840 renter households paying over 30% of their income on housing** and **3,730 renter households are paying over 50% of their income on housing.**

At Home

Existing Purpose Built and Secondary Rental Housing in Broadway

The Broadway neighbourhoods contain a significant amount of rental housing. This map shows the density of existing rental units (including both purpose-built and secondary rental) in the Broadway neighbourhood sub-areas with the darker colours showing areas where a higher concentration of existing rental units are located.



*Existing rental units include purpose-built rental, multiple conversion dwellings and secondary suites. BC Assessment data is used to illustrate the secondary suite stock, note there is limited data on the total number of suites due to difficulties in identifying, enforcing, and legalizing unpermitted suites.

EMERGING DIRECTIONS

Prioritize the protection of existing rental housing by focusing growth in areas without significant existing populations of low-income renters and higher density rental apartments

- » Support high density housing integrated with job space around new Broadway Subway stations.
- » Enable change in low-density areas to include below-market and market rental housing rather than focusing redevelopment opportunities in existing rental areas
- » Explore opportunities for additional height/density for renewal of aging social and rental buildings over the long term; prevent speculation by restricting new density to social, below-market and market rental
- » Continue to require no net loss of rental housing and explore options to replicate existing affordability levels or, with subsidies, achieve greater levels of affordability*

*Currently the Rental Housing Stock Official Development Plan requires one-for-one replacement of existing rental housing in certain zoning districts that contain rental apartments in Broadway.

Enable existing renters to remain in their neighbourhoods by providing renter protections and increasing affordable housing options

- » Strengthen renter protections and supports including:
 - » Protections for secondary rental homes (e.g. basement suites)
 - » Options for right of first refusal into new housing for local residents
 - » Phased developments that minimizes tenant moves

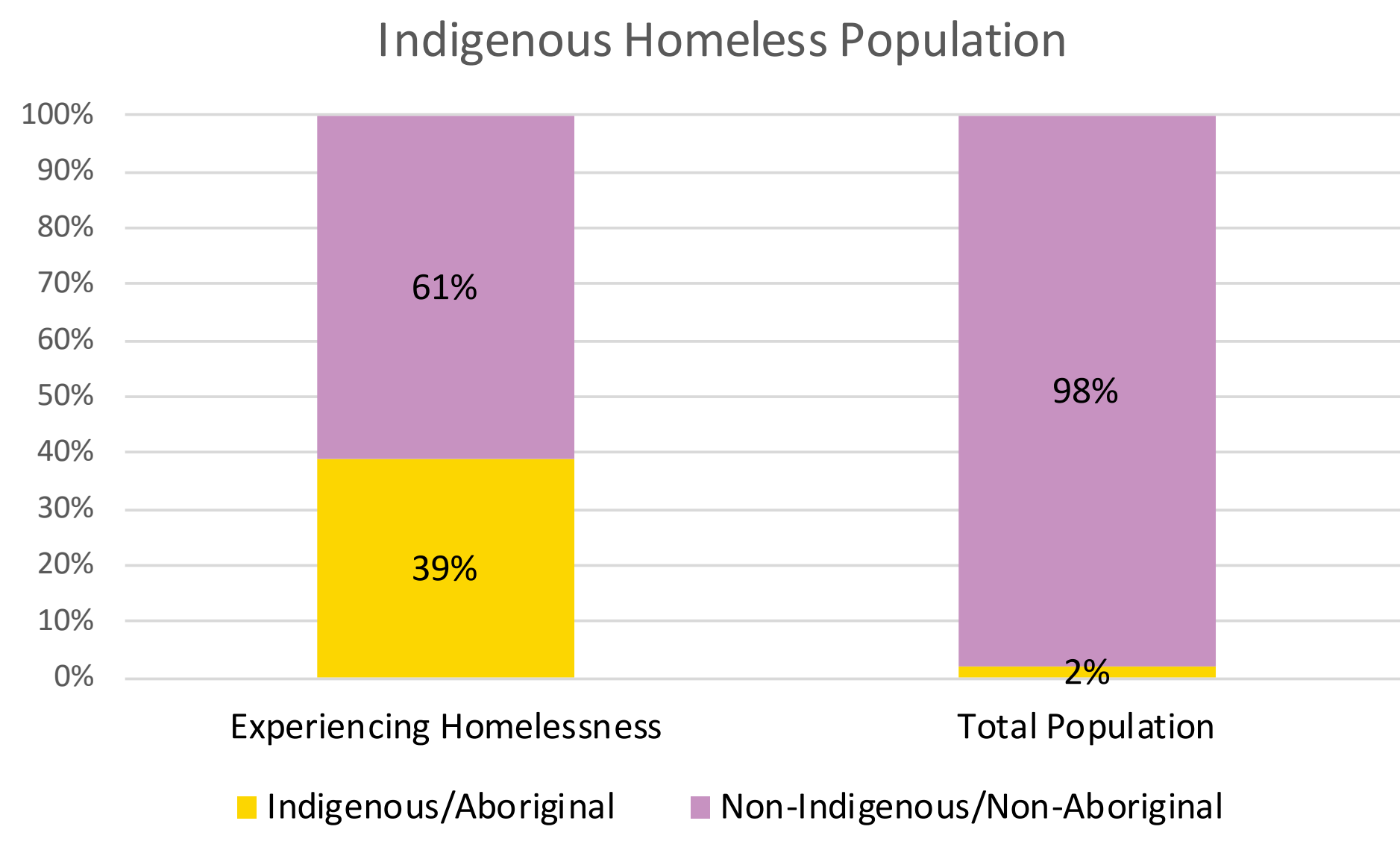
- » Work with senior governments to increase security of tenure for renters:
 - » Explore opportunities for non-profit acquisition of existing older market rental buildings to maintain existing below-market rents
 - » Renew aging social and rental housing without requiring evictions of existing tenants
- » Enable opportunities for new social, supportive, co-operative and rental housing off of arterial streets, providing affordable and livable housing options

Create opportunities for new affordable homes in complete, transit-oriented communities by increasing opportunities for new non-market and rental housing

- » Support additional density for strata ownership housing only to enable new below-market housing or other community amenities such as childcare or non-profit space.
- » Support renewal of existing and addition of new non-market housing on large sites, public lands and non-profit-owned sites, including sites owned in partnership with senior governments
- » Explore opportunities to pre-zone for social and rental housing to reduce costs and speed up housing delivery and for co-location of housing and services (e.g. childcare, local-serving retail)
- » Explore aligning creation of new job space with targets for new workforce housing so workers can find affordable housing close to their place of employment
- » Integrate Climate Emergency Action Plan objectives into new housing types while prioritizing affordability (e.g. reduced parking requirements, wood frame/mass timber construction).

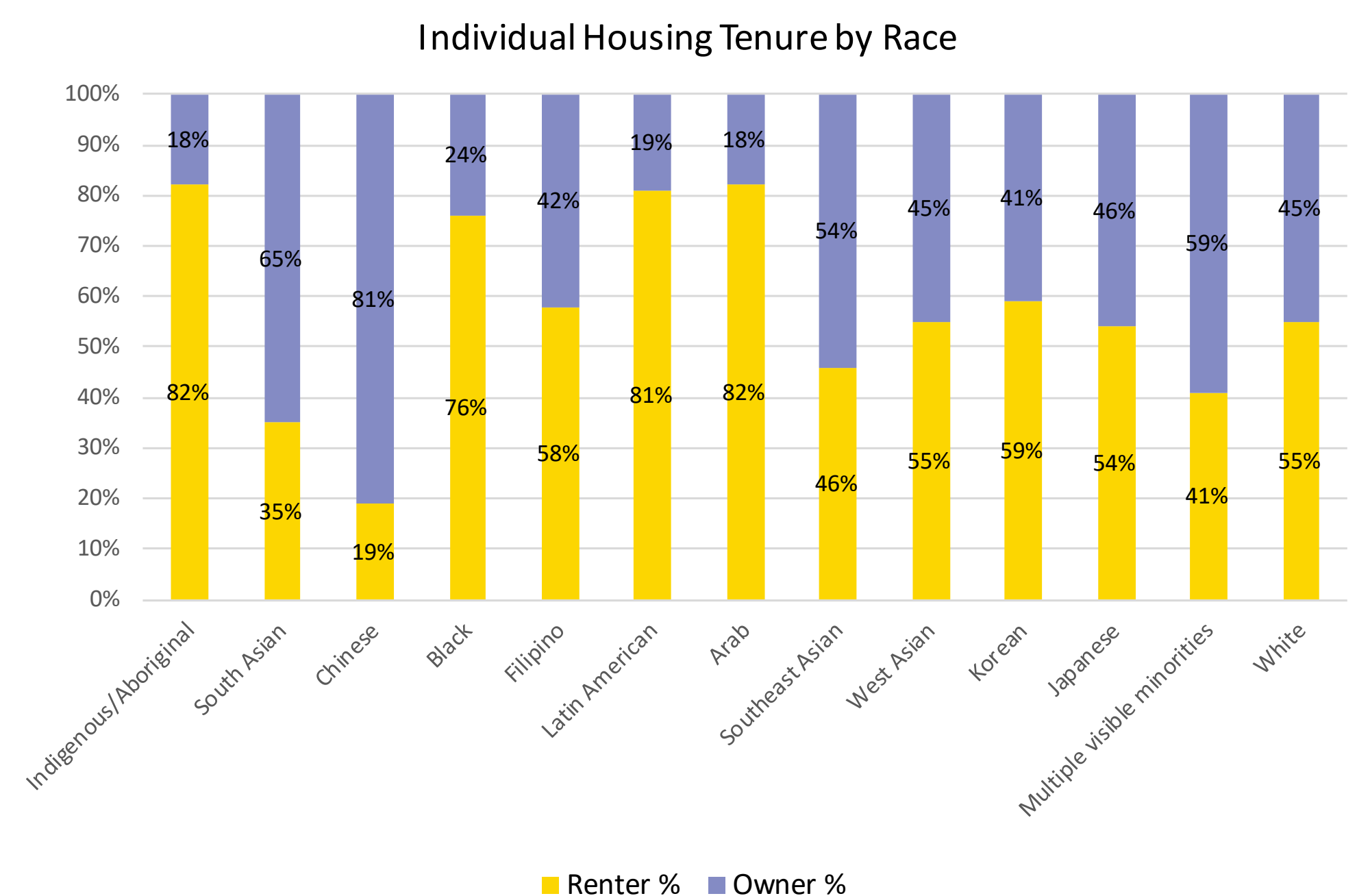
At Home

% Indigenous in population experiencing homelessness, March 2020 and % Indigenous identity in Vancouver general population, 2016



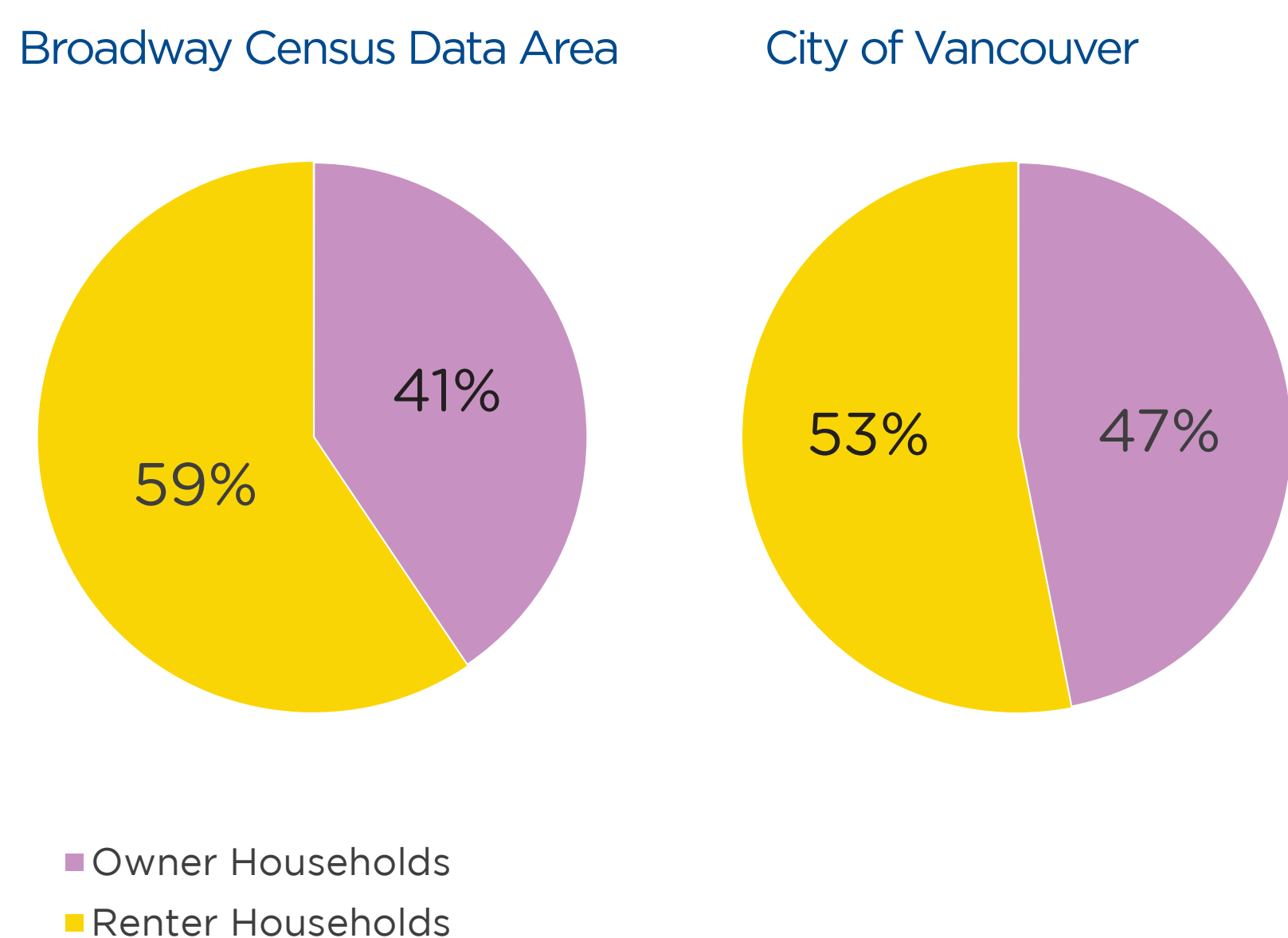
Indigenous people continue to be overrepresented in the Homeless Count. 39% of respondents in 2020 identified as Indigenous/Aboriginal, despite making up only 2% of the general population.

Individual Housing Tenure by Race in Vancouver, 2016



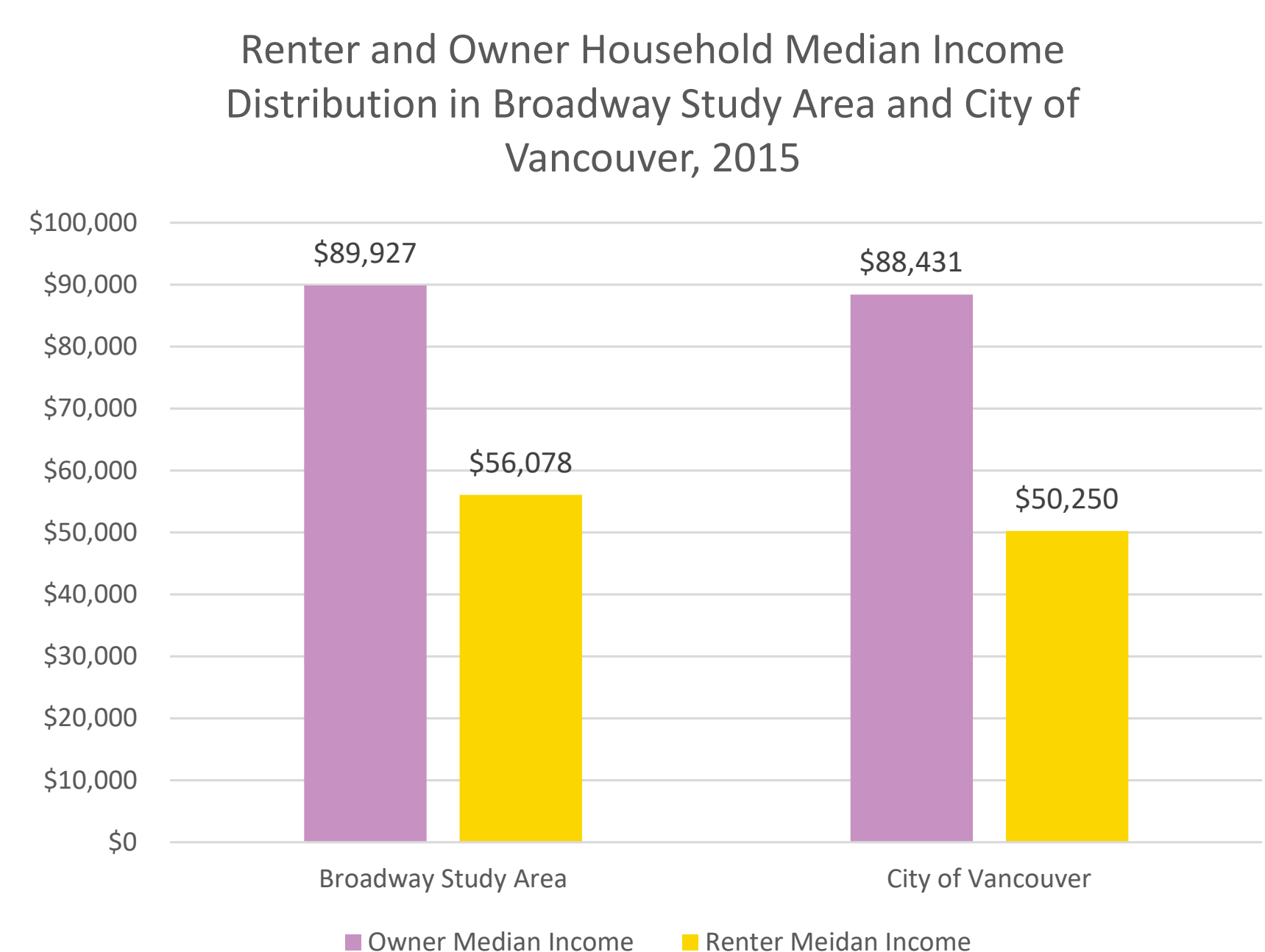
Indigenous, Black, Latin American and Arab residents are most likely to live in rented housing

Household Housing Tenure in Broadway and Vancouver, 2016



Overall slightly more than half (53%) of Vancouver residents are renters, this proportion rises to 59% in the Broadway areas

Renter and Owner Household Median Income Distribution in Broadway and Vancouver, 2015



Renters have lower median incomes than owners in Broadway.

EMERGING DIRECTIONS

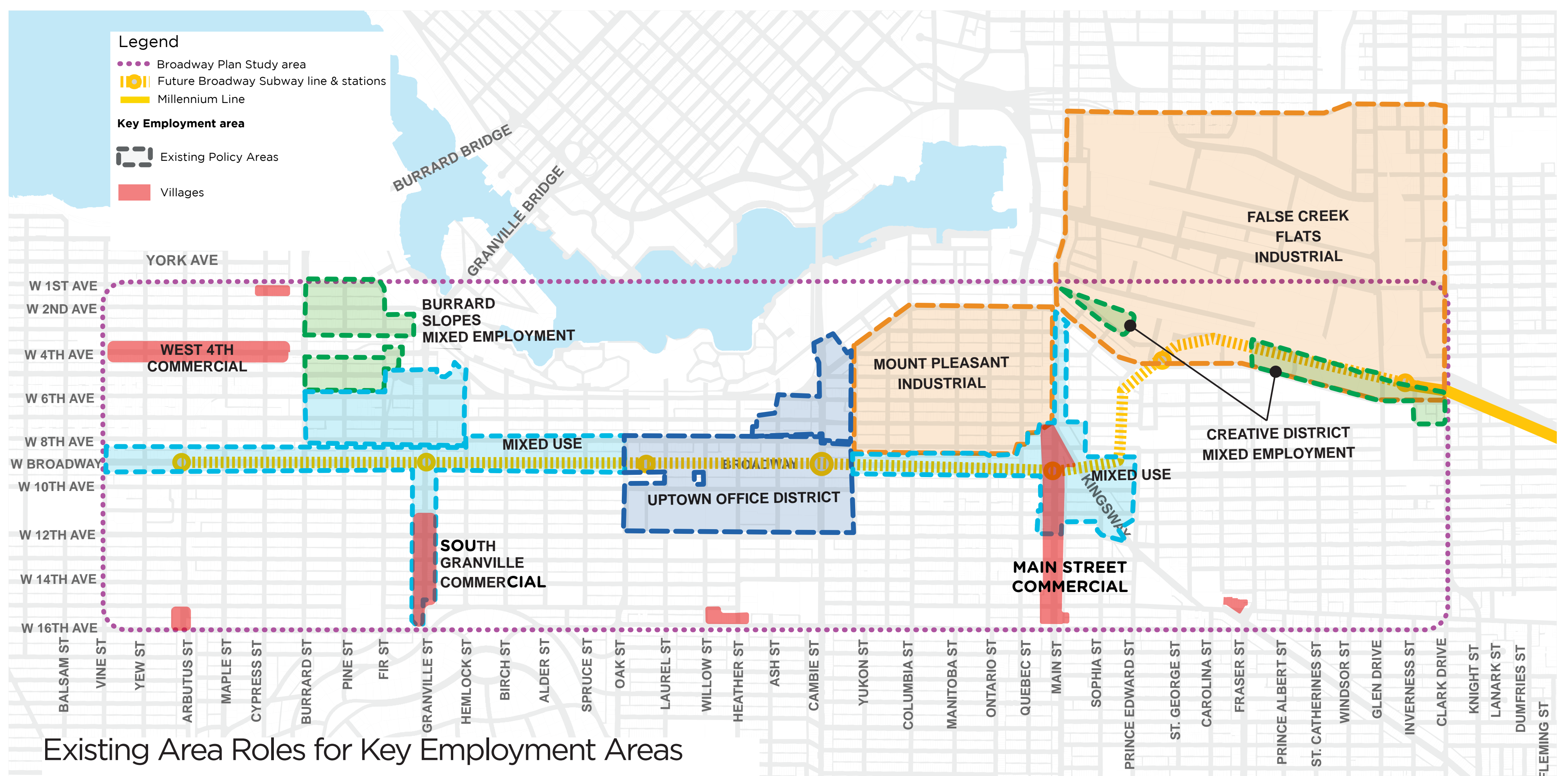
Integrate equity and focus on mitigating displacement impacts on renters and disproportionately impacted communities

Mitigating the negative impacts of displacement and addressing the inequitable impacts of growth and development is important in the Broadway Plan. People experiencing homelessness, low-income individuals and families, racialized communities and Indigenous people are often disproportionately impacted by displacement, redevelopment pressures and affordability challenges.

An equitable development approach to future growth policies takes into account past history and current conditions to reduce disparities for populations that have been marginalized, so that housing opportunities are equitably distributed for people currently living and working in the neighbourhoods as well as for new people who want to move in.

At Work

Vancouver is the central city in a growing region. Within Vancouver's economy, the Broadway Plan study area is a vital crossroads for business, education, healthcare, government and industrial activities. Its central location and accessibility has made it a preferred employment location for a number of growing sectors as well as a destination for dining and entertainment in the city. The construction of the Broadway Subway from VCC-Clark to Arbutus Street, in conjunction with the Broadway Plan, will enhance key places along the corridor, improve the viability of independent businesses, activate retail areas, expand employment diversity, increase low-barrier jobs and expand workforce supports such as childcare.



WHAT WE HEARD

Region's Second Downtown

The study area has the second highest concentration of jobs in the region, becoming the preferred location for growing sectors such as tech and healthcare.

Strengthen Independent Businesses

Viewed as the "life of neighbourhoods", independent businesses build the unique character of Broadway's village areas. In order to thrive, these businesses need a more flexible and efficient regulatory environment that fosters entrepreneurship and innovation.

Expand Access to Public Spaces

There is a need for more open, public gathering spaces. Businesses should have more flexibility to utilize the public realm for patios, pop-up vending and related uses.

Need More Workforce Amenities

Employment areas need more amenities such as restaurants, child care and services to attract and retain the local labour pool.

Maintain Supply of Retail-Commercial Spaces

As population and jobs increase over the next 30 years, it will be important to ensure that the supply of retail-commercial spaces can keep pace (e.g. restaurants, personal services, small offices and health care spaces).

Industrial

Industrial spaces are in short supply and under pressure from higher value uses, driving up rents. The long-term intensification of industrial lands requires modernization of zoning regulations while also ensuring space for a diversity of activities (including production, distribution and repair).

Address Affordability and Displacement

City should continue to advocate for taxation reform and explore commercial rent controls as well as explore ways to assist displaced businesses. Local businesses need more affordable space options such as shared storefronts or temporary use permits. Workers are also in need of affordable housing options within the city to allow them to reduce commutes and improve their quality of life.

At Work

City-wide Study on Job Growth

The City has recently completed a comprehensive study on the likely demand for employment space over the next 30 years. The Employment Lands and Economy Review found that by 2051, city-wide, there will be demand for:

- » 35,700 to 66,000 office jobs
- » 1,600 to 4,000 hotel jobs
- » 26,800 to 49,100 retail/ commercial jobs (e.g. restaurants, personal services)
- » 5,300 to 8,900 industrial jobs

NOTE: The job space demand forecasts above were prepared by a specialized consultant team in Sept. 2020. The forecasts seek to incorporate a range of potential COVID-19 impacts. For more information please go to: www.vancouver.ca/employmentlands



The opportunity for Broadway

Broadway is one of the top destinations for the development of new employment spaces in the entire region, second only to the Central Business District in Downtown Vancouver. Despite the COVID-19 pandemic, many of the fundamentals that drive a positive long-term outlook for employment space demand are present in the Broadway area; such as a central location, high-calibre educational institutions, proximity to a large and diverse rental housing stock and the upcoming Broadway Subway extension.

Planning work completed to date is indicating that:

- » The city should consider ways to ensure that the supply of new employment spaces can meet demand in desirable areas such as Broadway over the long-term. Failing to do so may result in upward pressure on rents and impact the diversity of employers who can afford to operate in Vancouver. A long-term reduction in employer diversity negatively impacts the resilience and long-term economic health of the city.
- » Retail-commercial spaces will continue to play an important role in areas such as Broadway and, over the long-term, the city should consider ways to ensure that the supply of retail commercial-space can meet demand associated with increased population and growing employment.
- » There will be continuing demand for industrial space to accommodate city-serving production, distribution and repair activities, along with other activities related to Vancouver's growing high-tech sector. At the same time, the accelerated shift towards online retailing is driving demand for last mile customer fulfillment and distribution centres. Mount Pleasant and Burrard Slopes are key areas for these types of activities.

EMERGING DIRECTIONS

- » Recognize the critically important economic role of the area having the second largest concentration of jobs in the province and as the city's second downtown.
- » Foster diverse job opportunities for a diversity of workers and long-term economic resilience.
- » Ensure adequate, secure and affordable spaces for critical economic contributors such as city-serving non-profits and social enterprises, arts and culture organizations and childcare facilities.
- » Provide an environment that supports existing and new business growth through enhanced transportation access, public realm improvements and capacity for job space to meet demand.
- » Enable opportunities for additional commercial development including major office along Broadway, particularly in Subway station areas.
- » Explore opportunities to support small, independent commercial businesses.
- » Strengthen the Villages as distinctive local business areas and neighbourhood high streets and explore as potential places for job growth.
- » Encourage new neighbourhood-serving ground floor shops and service uses in strategic locations (including within primarily residential areas).
- » Improve the form, quality and adaptability of retail-commercial spaces to accommodate those uses.
- » Ensure that growth of retail-commercial space keeps pace with the area's population and job growth.
- » Seek no net loss of retail-commercial space in redevelopment of large sites, e.g. malls/shopping centres.
- » Retain industrial and mixed employment lands and explore balanced intensification of industrial uses to support evolving technology, business operations and workforce trends.
- » Seek opportunities to build on advantages associated with the new Broadway Subway and proximity to YVR to build business-to-business opportunities, including new hotel space.

Getting Around

A smart and efficient transportation system is an important part of a community. It supports the economy while increasing affordability, enables citizens to be healthy, improves equity and helps protect the natural environment. This is reinforced by the Broadway Plan Guiding Principles, which highlight the importance of providing and supporting healthy transportation options and enhancing Broadway as a Great Street.

Today, the interconnected transportation system in the Broadway Area is well established and over 55% of local residents already walk, bike, or take transit to work. The Broadway Plan will look to achieve the Climate Emergency Action Plan goal to further increase the use of the sustainable modes of travel in the Broadway area. It is essential to ensure easy access to key destinations in the Broadway Area and to keep people and goods moving through the corridor, and parking will be managed to support the needs of people with mobility challenges and local businesses.

The new Broadway Subway and Broadway Plan provide an opportunity to ensure transportation and land use policies are integrated to encourage sustainable modes of travel and to rethink how space could be used on Broadway to create a more welcoming walking and gathering environment. These changes also provide an opportunity to create a vibrant network of walking, rolling, cycling and transit-friendly streets in the entire Broadway area.



WHAT WE HEARD

Desire for Better Walking / Rolling Experience on Broadway and Other Streets

While large volumes of people walk or roll along Broadway, many find the experience unpleasant because of high traffic volumes, large amounts of trucks and buses, traffic noise, overcrowded and narrow sidewalks, and a lack of street trees. In addition, there are not enough spaces for people to gather and socialize. The same is true for some of the other busy streets in the area.

Incomplete Cycling Network

While there are a number of bike routes in the area, most do not meet the City's design criteria for all people ages and abilities and there are gaps in the network, particularly to retail areas and other key destinations. As a result, many people are not comfortable cycling for their daily needs.

High Demand for Transit

Buses are often crowded and full, or stuck in traffic. Some areas have a gap in transit service, and some bus routes also have infrequent service in the evenings and weekends. Many bus stops do not have shelters or seats.

Heavy Traffic and Speeding Cars

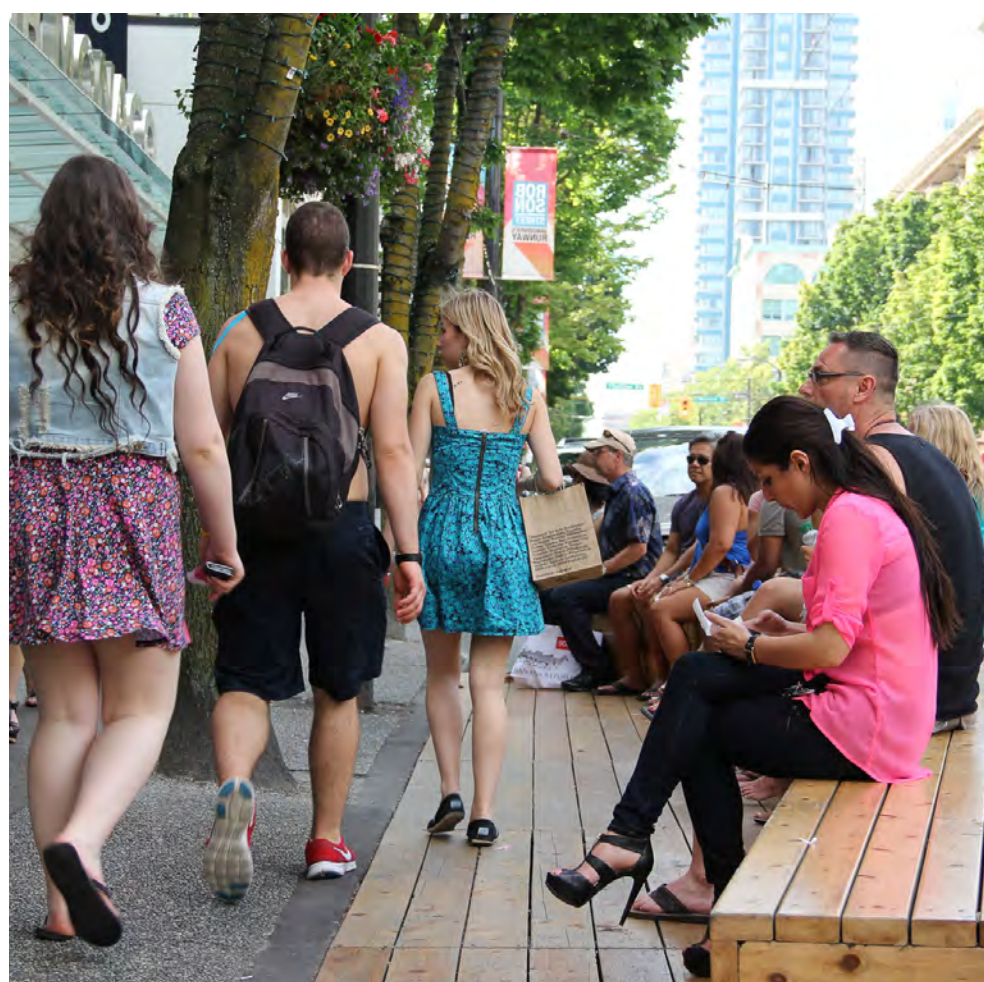
High vehicle volumes and speeds, particularly on arterial streets, make it less comfortable and less safe for people walking, rolling, cycling, and driving. Speeding and short-cutting through neighbourhoods is also an issue on some local streets.

Walking and Rolling Network

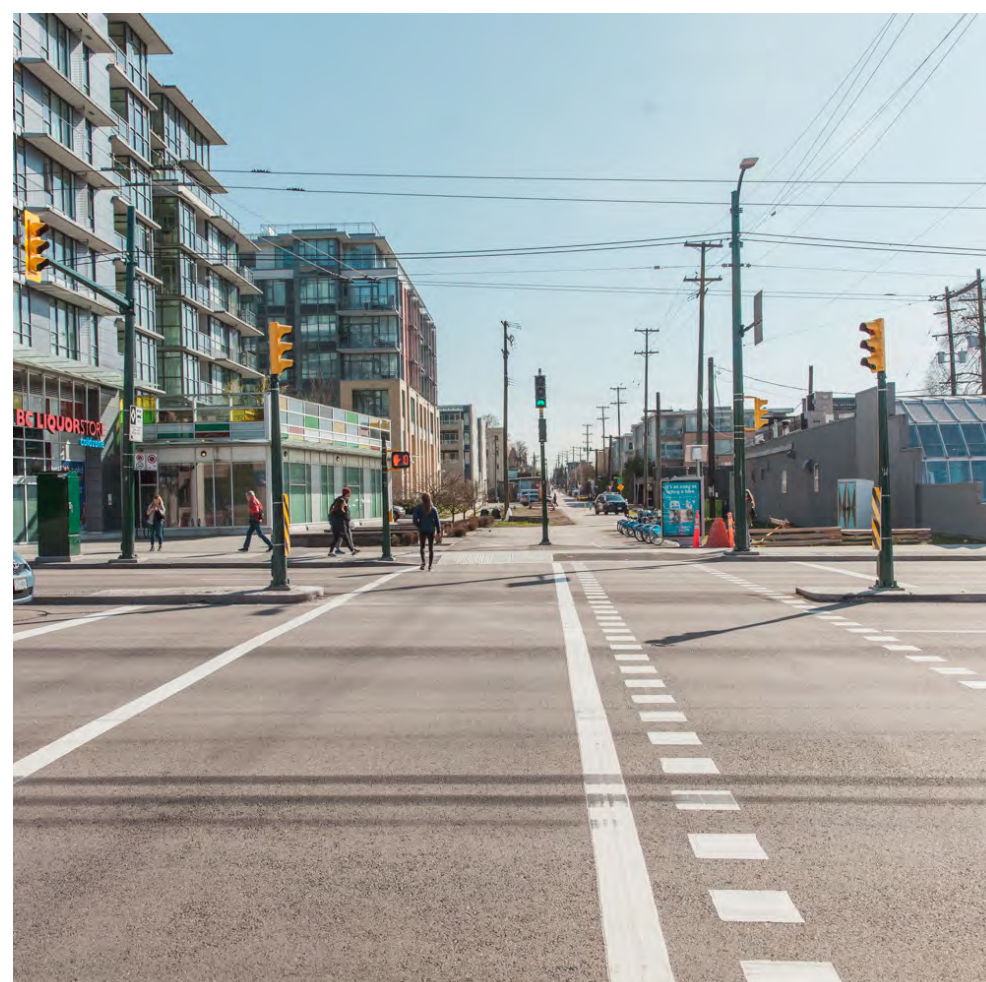
The Broadway Area will be a place where every street is enjoyable for walking, and where people can easily access their daily needs and the new Broadway Subway by walking or rolling. Every street will have comfortable and clear sidewalks separated from moving vehicles and will be accessible for people using mobility aids or who are pushing strollers. Safe crossings at all streets will be provided, along with an attractive public realm on local and busy commercial streets for people to rest and to gather and socialize.

Existing Conditions

- » Almost one-fifth of people who live in the Broadway area walk to work (2016 Census), which is high compared to the rest of the city.
- » Many streets have sidewalks with substandard widths, making it difficult for people to comfortably move around.
- » People using mobility aids or pushing a stroller face challenges such as:
 - » Missing or old style curb ramps (primarily on local streets)
 - » Long crossing distances at busy streets
 - » Some busy unsignalized intersections
 - » Steep streets running north-south
 - » Few places to sit and rest
- » Many major streets make walking feel uncomfortable because of large amounts of quickly moving traffic. Vehicle collisions with people walking/rolling occur most often at busy arterial intersections.
- » Neighbourhood traffic calming, such as diverters and traffic circles, is only installed in some locations and the current devices may not be enough to deter traffic and reduce vehicle speeds.



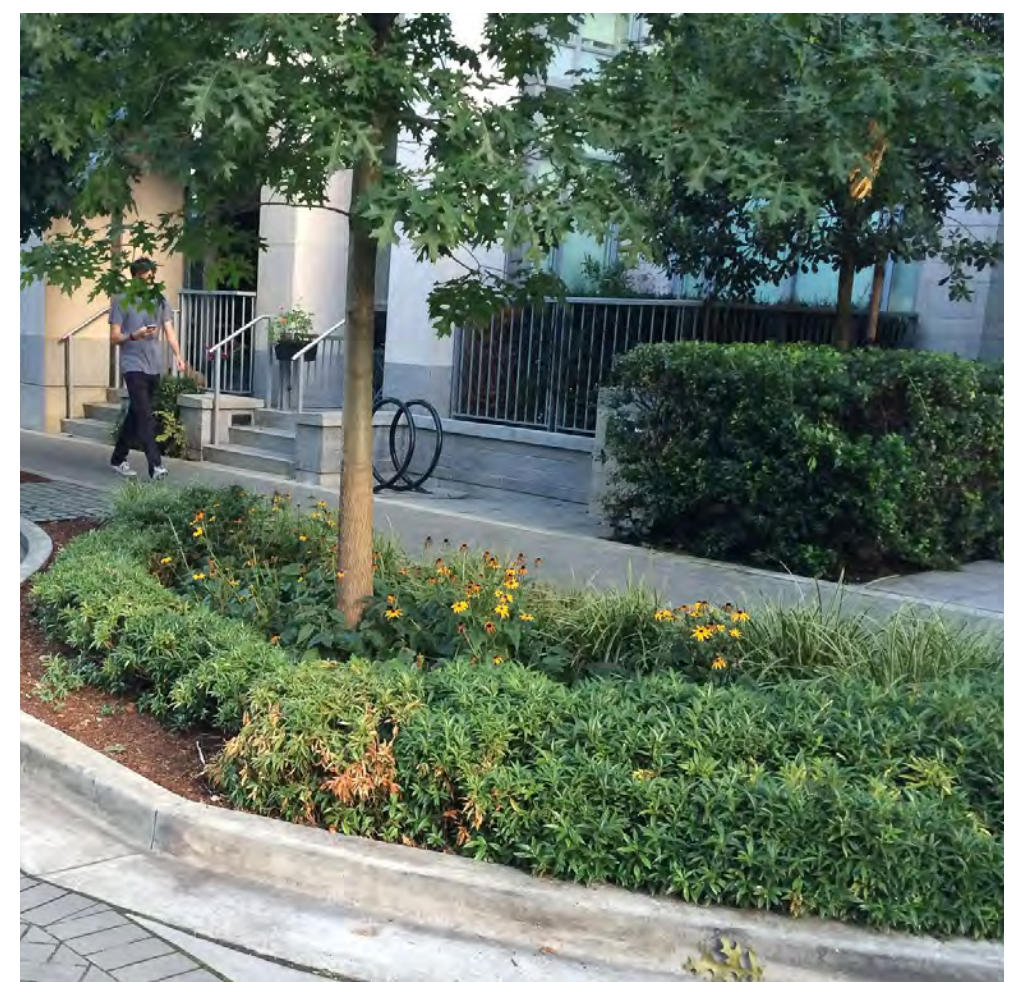
Seating



Signalized crossing at major intersection



Weather protection

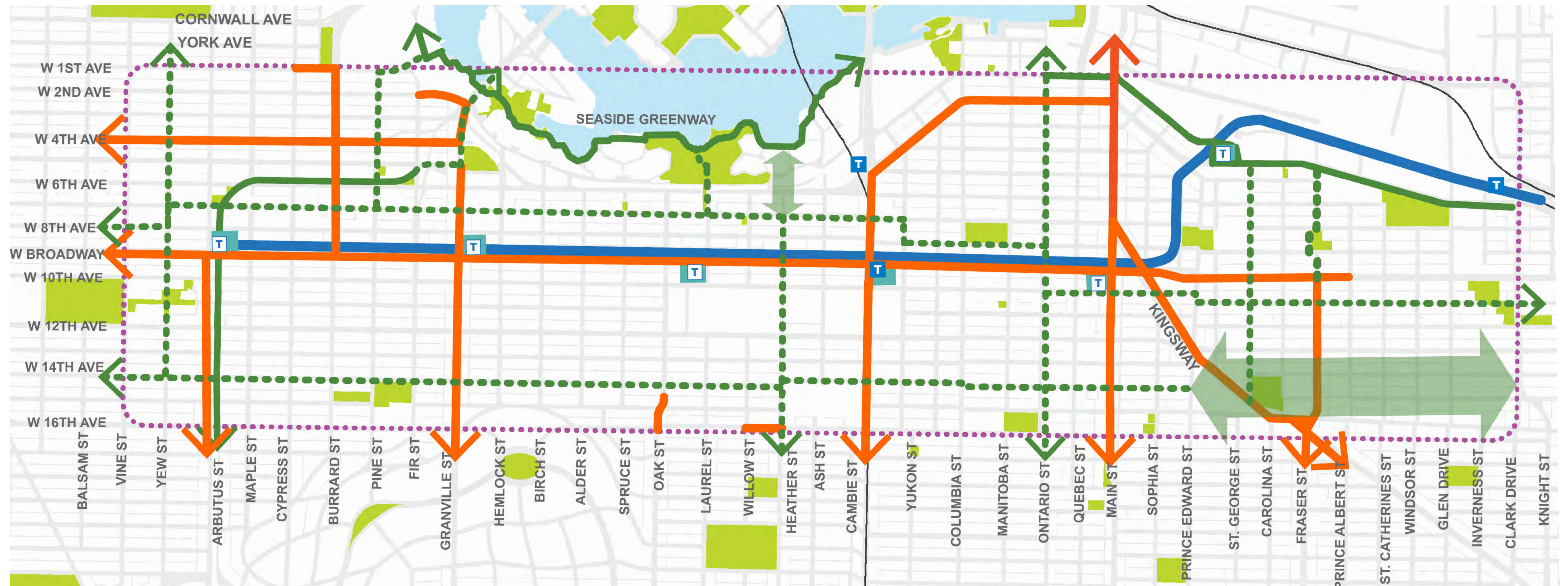


Street trees and plantings

EMERGING DIRECTIONS

- » Provide a safe, accessible, and enjoyable walking environment for people of all ages and abilities on all streets.
- » Provide convenient, safe, and short crossings across busy streets.
- » Ensure people are able to easily walk to their daily needs by having a mix of services, shops, housing and jobs close to one another.
- » Ensure commercial high streets have:
 - » An attractive public realm with wide continuous sidewalks with few driveway crossings
 - » Regular signalized crossings at all or most local streets
 - » Continuous weather protection
 - » Convenient connections to transportation services such as transit, bike share, and car share
 - » Pedestrian lighting
 - » Seating and gathering spaces to support a vibrant public life
- » Develop a network of greenways that, where possible, become car-lite (significant reduction in car traffic) or car-free over time as redevelopment occurs, and have:
 - » A park-like feel, and connect residents to key destinations, commercial streets and parks
 - » Wide continuous sidewalks with few driveway or intersection crossings
 - » Enhanced crossings at major streets
 - » Public art, seating, gathering spaces and pedestrian lighting
 - » Street trees and rainwater management features.
- » Ensure activity nodes (e.g. rapid transit station areas) have infrastructure and amenities to support higher volumes of people walking/rolling.

Emerging Walking and Rolling Network



Legend

- Broadway Plan Study Area
- Commercial High Street
- Existing City/Neighbourhood Greenway
- - - Future City/Neighbourhood Greenway
- Further work required to determine Greenway alignment
- Future Broadway Subway
- T Existing Station
- T Future Station
- Activity Nodes

NOTES: While this map only highlights the priority walking/rolling routes, the City recognizes that every street should be enjoyable for walking and will improve the walking and rolling conditions in the area overall.

Some “future” greenways are already designated but require upgrades to satisfy the definition in the Emerging Directions section.

The Cycling Network

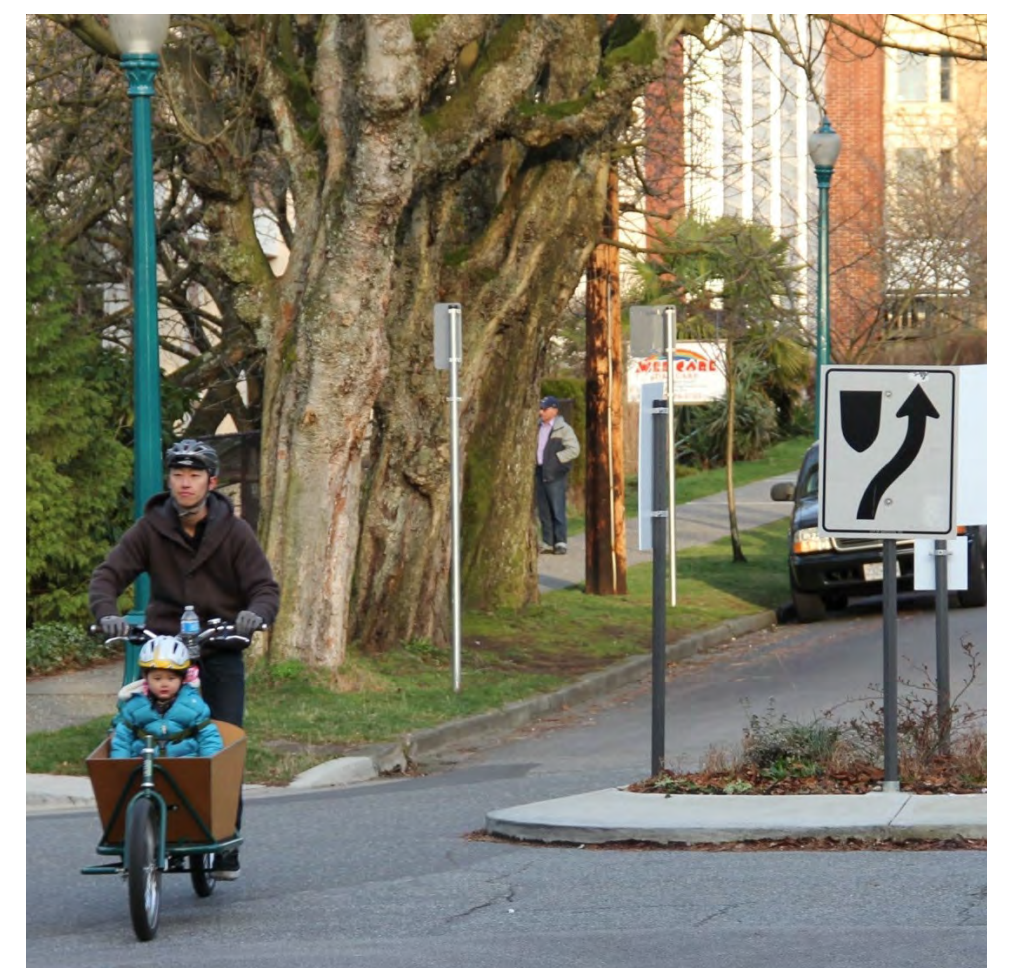
The Broadway Area will have a dense network of bike routes such that everyone lives within a block or two of a bike route that is safe and comfortable for people of all ages and abilities. People cycling will also have safe cycling routes to connect them to key recreational, commercial and employment destinations, and to the new subway stations, and there will be an adequate amount of bike storage facilities at their destinations.

Existing Conditions

- » According to the 2016 Census, 10% of area residents commute to work by bike, which is high compared to the rest of the city.
- » While the Broadway area includes some of the city's busiest bike routes, such as Ontario Street and 10th Avenue, almost 90% of the area's bike routes do not meet the City's design criteria for people of all ages and abilities.
- » Existing routes are generally a block or two from commercial areas and other key destinations, making it difficult for people to cycle for everyday activities like shopping.
- » The number of vehicle collisions with people cycling tend to be higher on well-used bike routes - e.g. at busy intersections (ICBC data).



AAA bike way with protected bike lanes



AAA bikeway with traffic calming



Car-free greenway with public art



Car-free street block with bike path, sidewalk, trees, plantings, and park



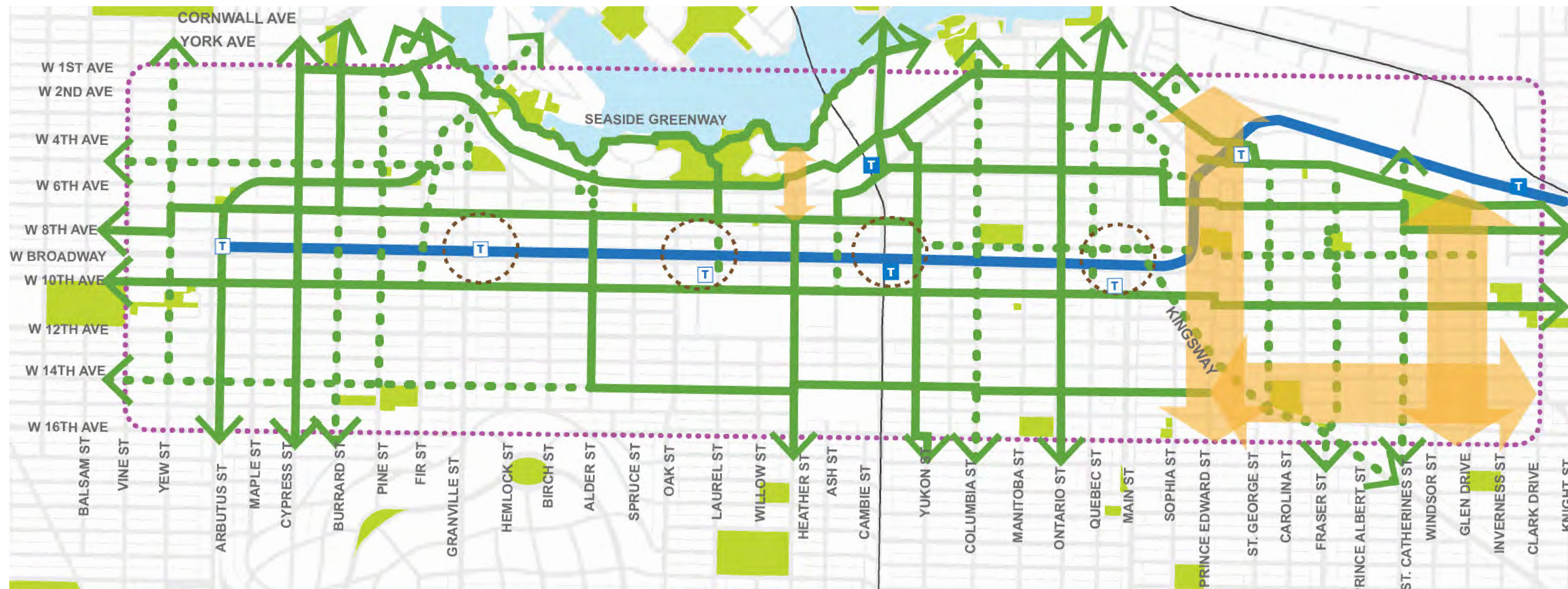
Bike signal at busy intersection

EMERGING DIRECTIONS

- » Develop a dense network of bike routes that are safe and comfortable for people of all ages and abilities (AAA), so that all residents live within a block or two of a AAA bike route and can use these bike routes to easily access key recreational, commercial and employment destinations.
- » Connect the cycling and transit systems by providing direct bike connections as close as possible to subway stations, and provide bike storage at and near subway stations.
- » Reduce vehicle traffic on AAA bike routes, or provide protected bike lanes if vehicle traffic cannot be reduced enough.
- » Reduce vehicle interactions (e.g. fewer driveways and intersections) on cycling network and improve crossings at major intersections (e.g. traffic signals).
- » Improve access to bike parking and public bike share stations.
- » Consider the needs of people who use small electric mobility devices such as electric standing scooters, electric assist bicycles (including cargo bicycles) and electric skateboards in the bike network.



Emerging Cycling Network



Legend

- • • Broadway Plan Study Area
- Existing Bike Route
- - - Future Bike Route
- Future Broadway Subway
- T Existing Station
- T Future Station
- Further work required to determine best connection to Station
- Further work required to determine Bike Route alignment

NOTE: All bike routes will be upgraded to meet the City's AAA standards over the course of the plan

What is a AAA cycling route?

All-Ages and Abilities (AAA) cycling routes are continuous sections of protected bike lanes or traffic calmed local streets with safe crossings at busy intersections. These routes provide a safe and low stress cycling experience for most people.

The Transit Network

The Broadway area will be served by a reliable and convenient transit network and all people who live, work, or visit in the area will be able to easily get around by transit. The bus network, Broadway Subway, and proposed future streetcar will be well integrated, and people walking, cycling, and rolling will be able to easily and conveniently access bus/streetcar stops and subway stations.

Existing Conditions

- » The Broadway area is one of the most well-served in the region for transit service, and 30% of local residents commute using transit (2016 Census). The new Broadway Subway will greatly increase capacity and reliability, decrease travel times, and create more activity around the station areas. It will also significantly improve the area's connections to the rest of the region.
- » In some areas, people have to walk a number of blocks uphill to access transit, which can be challenging for seniors, people with mobility challenges, and people carrying groceries.
- » There are several routes (e.g. #84) where bus service decreases on evenings and weekends, making it difficult to travel along these routes during off-peak hours.
- » Buses in the area are often delayed, making transit services unreliable. Furthermore, buses are often overcrowded, making it uncomfortable for passengers and skipping new riders waiting for the bus at stops. In addition, many bus stops lack shelters or seating.



Peak Period Bus lane



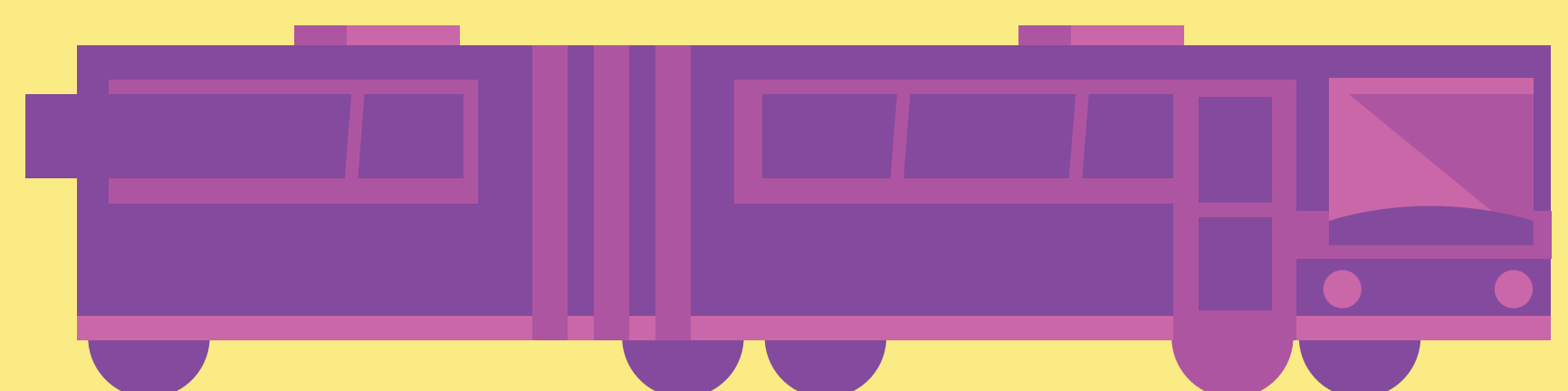
Bus shelter with seating



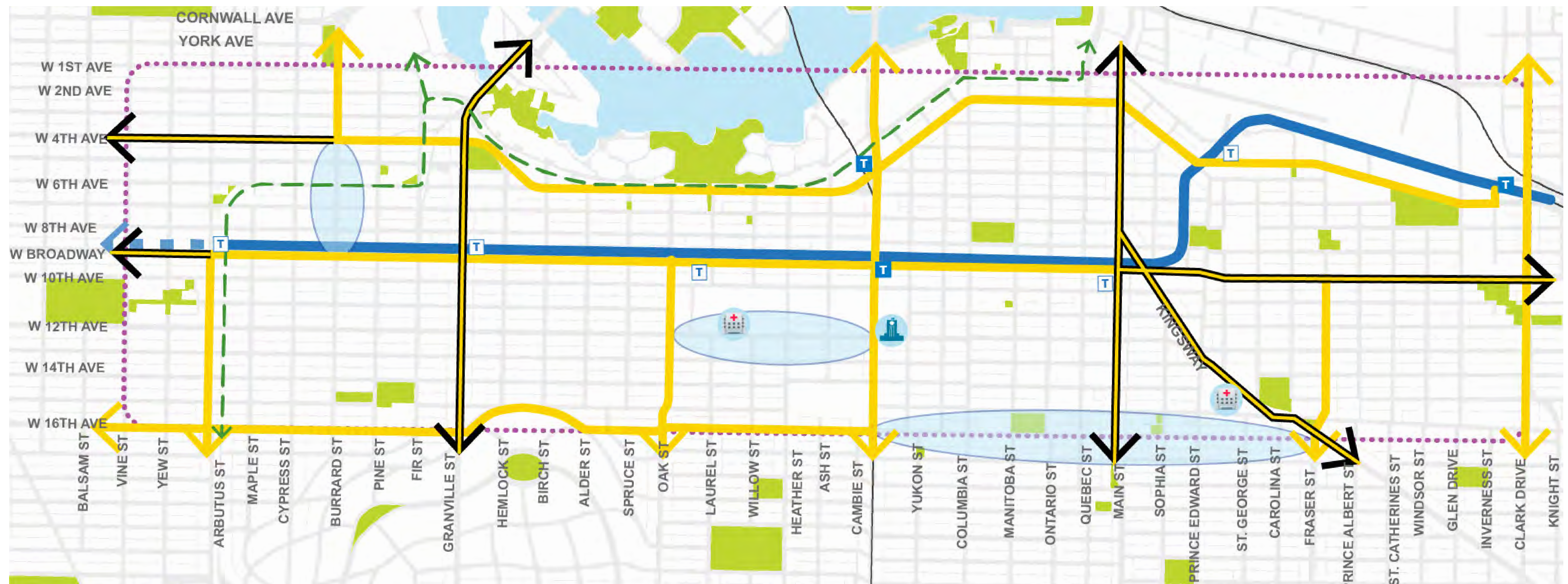
Artist's rendering of South Granville Station

EMERGING DIRECTIONS

- » Work with TransLink on its Vancouver Area Transport Plan and the Bus Integration Plan to enhance citywide transit service and infrastructure, address network gaps and improve access to the hospitals, and ensure convenient and efficient integration between buses and the future Broadway Subway service. This work will include examining the network gaps identified through earlier Broadway Plan public engagement work and staff analysis.
- » Work with TransLink through the Bus Speed and Reliability Program to enhance the reliability of bus service, particularly the Bus Speed and Reliability Focus Corridors. These corridors include those that are already under study or implementation as part of the COVID-19 recovery efforts, as well as those identified in the Climate Emergency Action Plan as key routes for transit priority improvements over the next 10 years. Additional corridors and locations will be identified over time.
- » Provide good bus stop and subway station access and passenger amenities, such as enhanced street crossings and sidewalk access to bus stops and stations, and more universally accessible bus shelters and benches.
- » Continue to plan for the Council-approved long-term streetcar network and potential spur line to the future Seafair development, and for other future transit technologies such as electric buses.
- » Continue to work with our partners on the construction of the Broadway Subway Project and to plan and design for the completion of the Millennium Line UBC Extension.



Emerging Transit Network



Legend

- Broadway Plan Study Area
- Current Bus Network
- Current SkyTrain Network
- Existing Station
- Future Station
- City Hall
- Hospital
- Future Broadway Subway
- Bus Speed and Reliability Focus Corridors
- Proposed Streetcar
- Hospital Access Improvements & Network Gaps for Further Consideration
- Millennium Line UBC Extension

NOTE: The bus routes do not include the temporary detours of some trolley routes due to the construction of the Broadway Subway.

For more information about the construction of the Broadway Subway, please visit the Province's Broadway Subway Project website at broadwaysubway.ca

Goods Movement and General Vehicle Network

The vehicle network is important to the movement of goods and services to and through the Broadway area. Vehicles play an important role in serving businesses and industrial land uses in the Broadway area and in bringing patients to the hospital area, and trips that need to be made by motor vehicles will continue to be accommodated. An equal priority is the safe and efficient use of the road network and increasing the people-moving capacity of our transportation system. Off-street parking will be managed to improve housing affordability and curb space will be managed to prioritize loading, short-term delivery, and pick-up & drop off to support residents and local businesses.

Existing Conditions

- » Vehicle collisions primarily occur at intersections, particularly those with heavy volumes (ICBC data).
- » In some areas, vehicles are delayed by turning vehicles ahead, which can lead to traffic shortcutting through neighbourhood streets.
- » On average, only about 60% of off-street parking spaces are used. Along commercial streets and in the hospital area, there is a high demand for on-street commercial loading and on-street parking, while off-street parking is underutilized.
- » Our major streets are currently designed for large vehicles, making them less friendly for people walking or rolling.



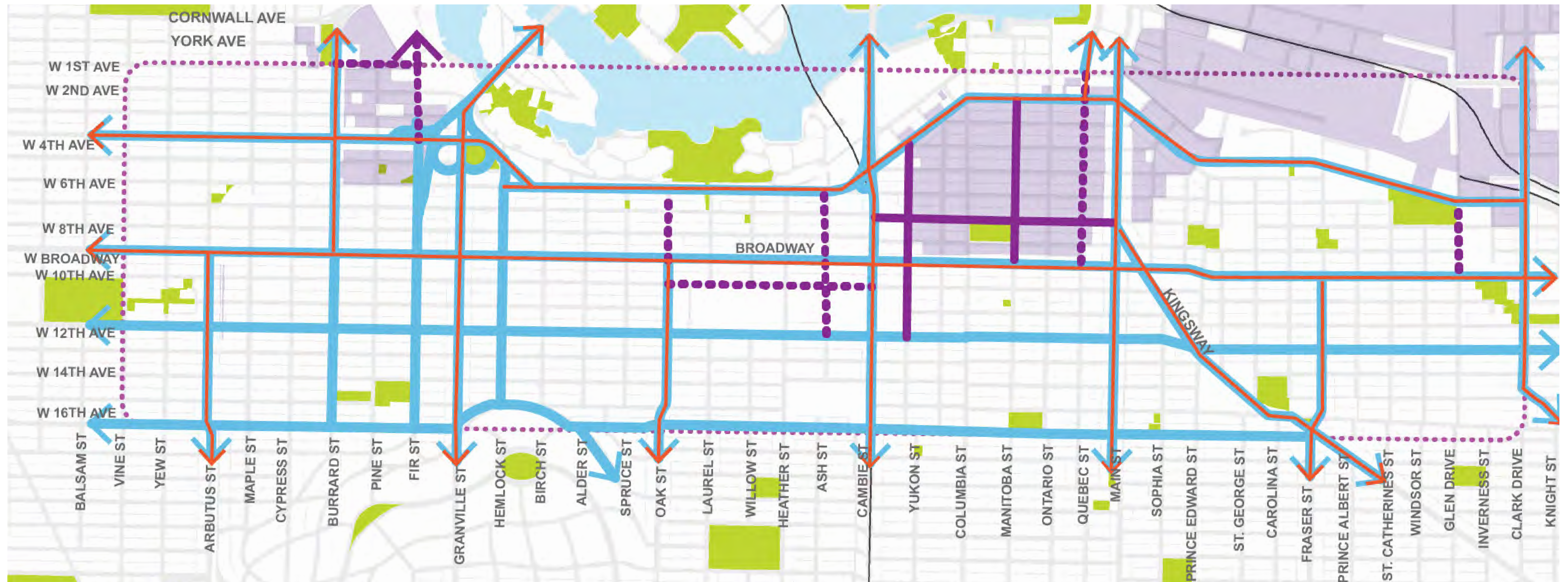
Low-carbon goods delivery

Short-Term Loading for Passengers and Goods

EMERGING DIRECTIONS

- » Explore ways to reduce vehicle collisions and promote safe operations of vehicles on our roadways, helping businesses to deliver goods and services safely and efficiently, and emergency services to respond effectively.
- » Manage the supply of off-street parking by eliminating minimum parking requirements, considering lower parking maximums, and expanding the area where parking maximums are applied. This will help achieve a number of objectives including improving housing affordability, increasing the use of sustainable modes of travel, reducing greenhouse gas emissions from embodied carbon and transportation, and increasing rainwater infiltration.
- » Manage on-street curb space to prioritize loading, short-term delivery, and pick-up & drop off to support residents and local businesses.
- » Introduce turning bays at strategic locations such as arterial streets and vehicle access streets, to improve localized traffic congestion and access to areas with new development.
- » Introduce traffic calming on local streets to improve safety, reduce shortcutting, and support greenways and other bike routes.
- » Improve the efficiency and resiliency of our transportation system, and increase its people-moving capacity.
- » Strengthen requirements for transportation demand management strategies to encourage more people to walk, bike or use transit.
- » Explore and support ways to provide more electric vehicle charging stations, and to have low-impact goods and service delivery (e.g. smaller delivery vehicles and cycle-based, low-carbon and electric delivery vehicles).

Emerging Goods Movement and General Vehicle Network



Legend

- Broadway Plan Study Area
- Truck Route
- Arterial
- Previously Identified Vehicle Access Street
- Future Vehicle Access Street
- Industrial Areas

Broadway as a Great Street

Vision for Broadway

With the completion of the Broadway Subway, Broadway will be reinforced as the key transportation and economic corridor connecting the city and region to its distinctive neighbourhoods of Kitsilano, Fairview and Mount Pleasant. In October 2019, Council endorsed the following guiding principle to “Enhance Broadway as a Great Street”.

‘Broadway should be enhanced as a street of special significance—a Great Street—with a series of unique and vibrant places to live, work, visit and play. Street design, new development, public spaces, and businesses should contribute to a delightful experience for everyone and lively gathering places, and help create distinct character areas along Broadway that also serve the local neighbourhoods.’



Enhance Broadway as a Great Street

What is a “Great Street”

‘Great Streets’ are streets that people enjoy spending time on. They are memorable and recognizable, safe and comfortable, and easy to get around by walking, rolling, cycling, and using transit. These streets dedicate as much space to people walking/rolling and slower movement as to the faster vehicular through-movement. Slower movement spaces are defined by unique and accessible streetscape designs, lighting, landscaping and trees, and people gathering which contribute to the unique character and beauty of these streets.

Great Streets also have a citywide and civic importance. They play a critical role in supporting economic activity, house landmark buildings, tell stories about local history, and are public living rooms for people to live, work, play, and connect.

Key Elements of a Great Street

- » Protection - safety for all users
- » Comfort - physical experience and ease
- » Legibility - easy navigation
- » Enjoyment - delightful experience



Broadway Street Design

The Broadway We Want

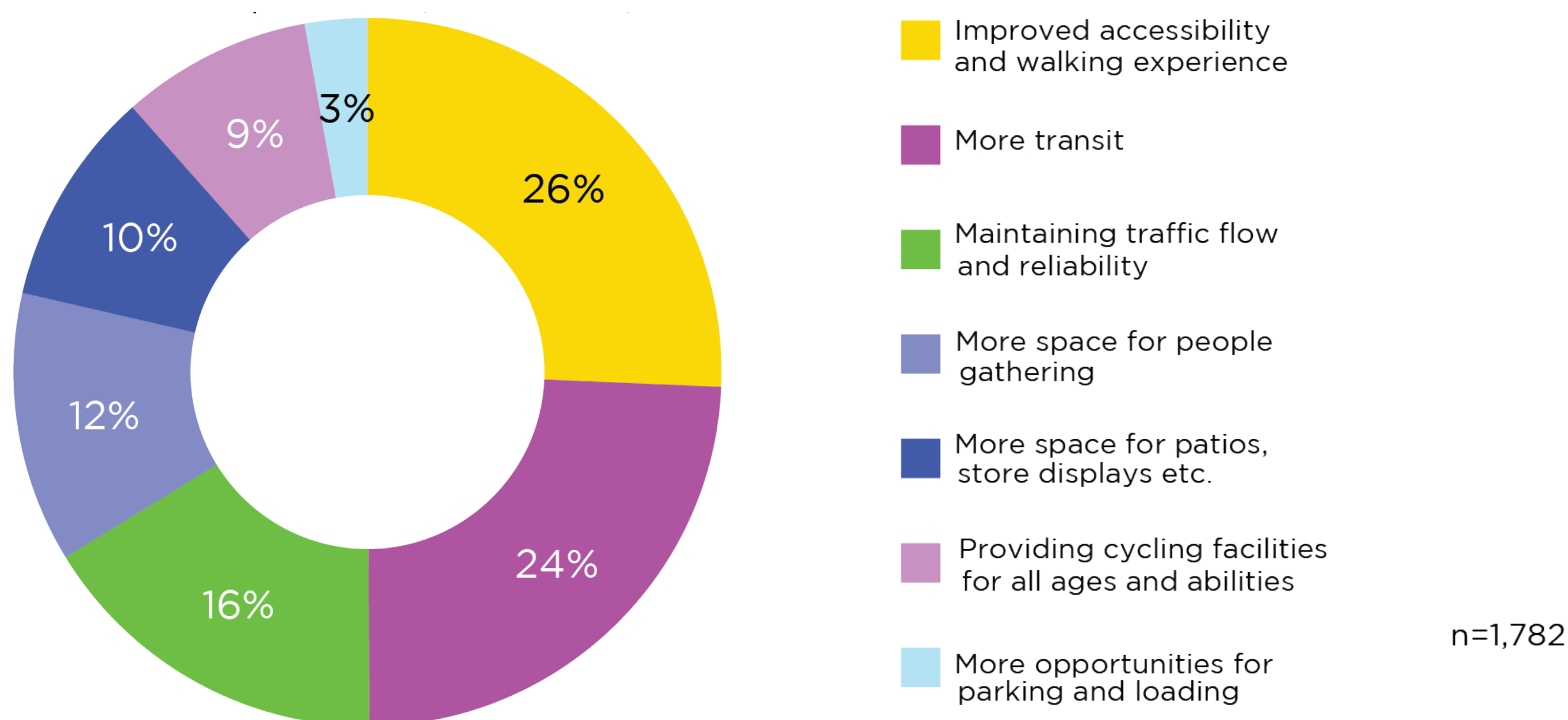
Context

The Broadway Subway Project will significantly increase the people moving capacity of the corridor by extending the Millennium Line SkyTrain to Arbutus Street. The Broadway Subway will have 2-3 times the capacity of the existing 99 B-Line buses on opening day (with the potential to increase to 10 times the capacity of the B-Line in the future), which currently operate in peak period bus lanes. With the increase in people moving capacity and potential for the subway to reduce motor vehicle trips, we have an opportunity to reallocate travel lanes to public space and achieve a Great Street on Broadway. In addition, this reallocation of road space to space for walking/rolling provides the best opportunity to accommodate the subway station vents and the large number of people expected to use the subway stations.

Converting Broadway to a Great Street will be achieved over the long term, in coordination with utility, development and other construction works. However, the city blocks where the subway stations are located will be reconstructed within the next few years. This provides an earlier opportunity to realize the Great Street concept along these blocks.

What We Heard

The community provided its top priorities for the future of Broadway earlier in the planning process, as shown below.



Walkable

A Great Street needs to be walkable, but people noted that Broadway is not a friendly and welcoming walking/rolling environment. There is a desire for wider, more accessible sidewalks, a clean and well-maintained public realm, and more public seating, patios and plazas, and green space.

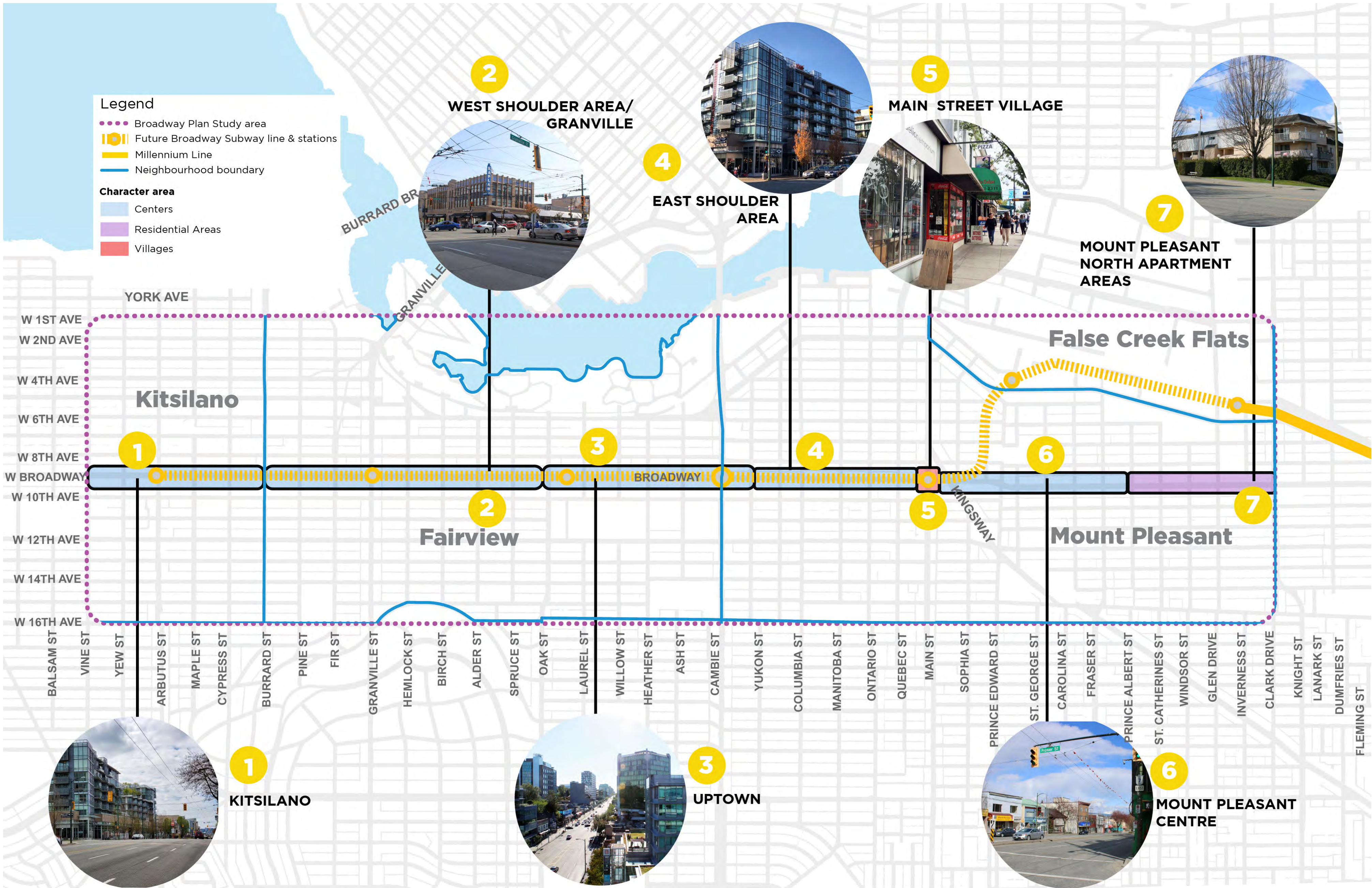
Excellent Transportation Options

In addition to a desire for a more walkable Broadway, people suggested a need for better transportation options. It was noted that it is difficult to bike to/from Broadway. Buses on Broadway are often overcrowded and delayed by congestion. These issues will in part be resolved with the Broadway subway, which will greatly increase corridor capacity and offer decreased transit travel times, particularly for longer trips. It was also noted that maintaining traffic flow and reliable travel time is important.

Distinctive Character Areas

Broadway's Character Areas

The Broadway corridor passes through multiple neighbourhoods and each one has its own distinctive character. The future of Broadway should reflect these character areas and requires us to take a neighbourhood-based planning approach. One size will not fit all.



Note: Based on Character Areas and Neighbourhood Sub-Areas.

The Vision for Broadway

Broadway will be enhanced to be safe, comfortable, and accessible for everyone to walk/roll and gather. Residents, workers and visitors will be able to easily access a range of shops and services, socialize in pleasant public spaces, and enjoy a vibrant public life.

Subway Station Areas

The Broadway Subway stations will be important public spaces and the subway will generate significantly more activity around the station areas. However, the subway station areas have special requirements. For example, they must:

- » Incorporate subway-related infrastructure, such as emergency exits, vents in the ground, and mechanical equipment
- » Accommodate large volumes of people walking/rolling
- » Consider access to/from the subway by bus, walking and rolling, cycling, and driving, and space for pick up and drop off and shared mobility.

The public realm enhancements to achieve a Great Street will need to be balanced with the above space requirements unique to the subway station areas.

GREAT STREET ELEMENTS

The Broadway Plan is looking at converting the curb lanes along Broadway to public space to include Great Street elements, such as:

Wide sidewalks with continuous awnings

Patios & Parklets for flexible public spaces and restaurant patios

Seating & Site Furnishings (such as benches and planters)

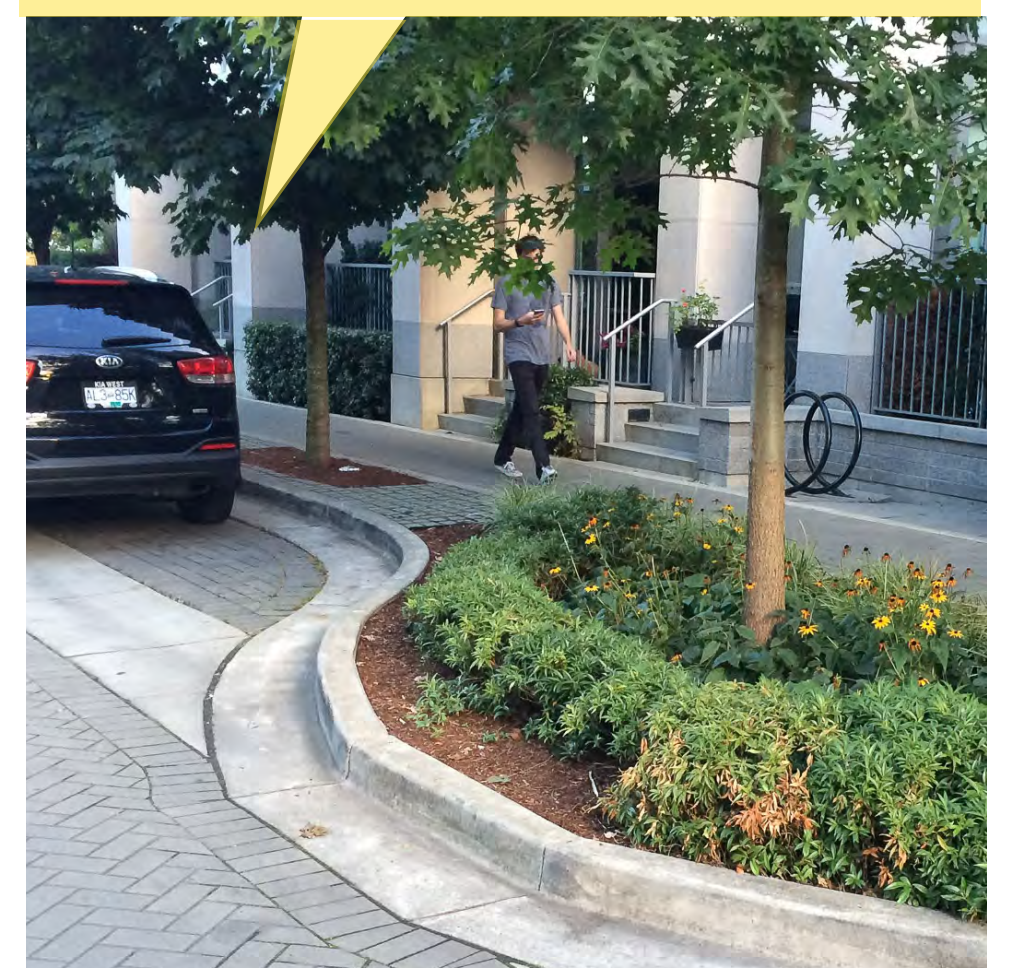
Opportunities for parking, pick-up/drop-off & loading

Planted Boulevards with diverse planting, large street trees & green rainwater management strategies

Streetscape Components such as bike racks and waste & recycling receptacles



parking, pick-up/drop-off and loading



diverse planting and rainwater management in the boulevard

parklets & patios next to the sidewalk



The Vision for Broadway



EMERGING DIRECTIONS

Connectivity

- » Enhance Broadway as a Great Street to provide opportunities for improved connections to and through the area, as well as to be a welcoming, interesting and desirable street for people of all ages and abilities to enjoy (e.g. design spaces to be universally accessible).
- » Ensure Broadway continues to play an important regional role in moving goods and people, particularly through low-carbon and sustainable modes of travel.
- » Create strong walking/rolling linkages to businesses, adjacent residential areas, and new and existing rapid transit stations.
- » Ensure emergency vehicles and people seeking medical services can easily access hospitals and other medical offices.

Streetscape

- » Seek community-inspired opportunities to create distinct character areas along Broadway.
- » Enhance the public realm with wider and accessible sidewalks, significant street trees, greenery and rainwater management features to absorb stormwater, continuous weather protection, pedestrian lighting, seating, busking, and opportunities for small businesses to animate the adjacent space (i.e. patios, store displays, public art, etc.).
- » Include other amenities such as bike parking and electric vehicle charging stations.
- » Minimize the impacts of the subway infrastructure, such as vents, on people walking/rolling.

Transit

- » Explore measures to provide transit priority within the four-lane cross-section to ensure that surface transit continues to be fast and reliable.
- » Improve visual and physical connections to the existing and future rapid transit stations, including elements that support public life, such as seating, plazas, wayfinding, lighting, busking, etc.

Parking and Loading

- » Look for opportunities to re-purpose curb space to focus more on supporting active transportation and shorter term loading needs for residents and businesses in the area, and integrate these uses into a more appealing and comfortable public space.

Other

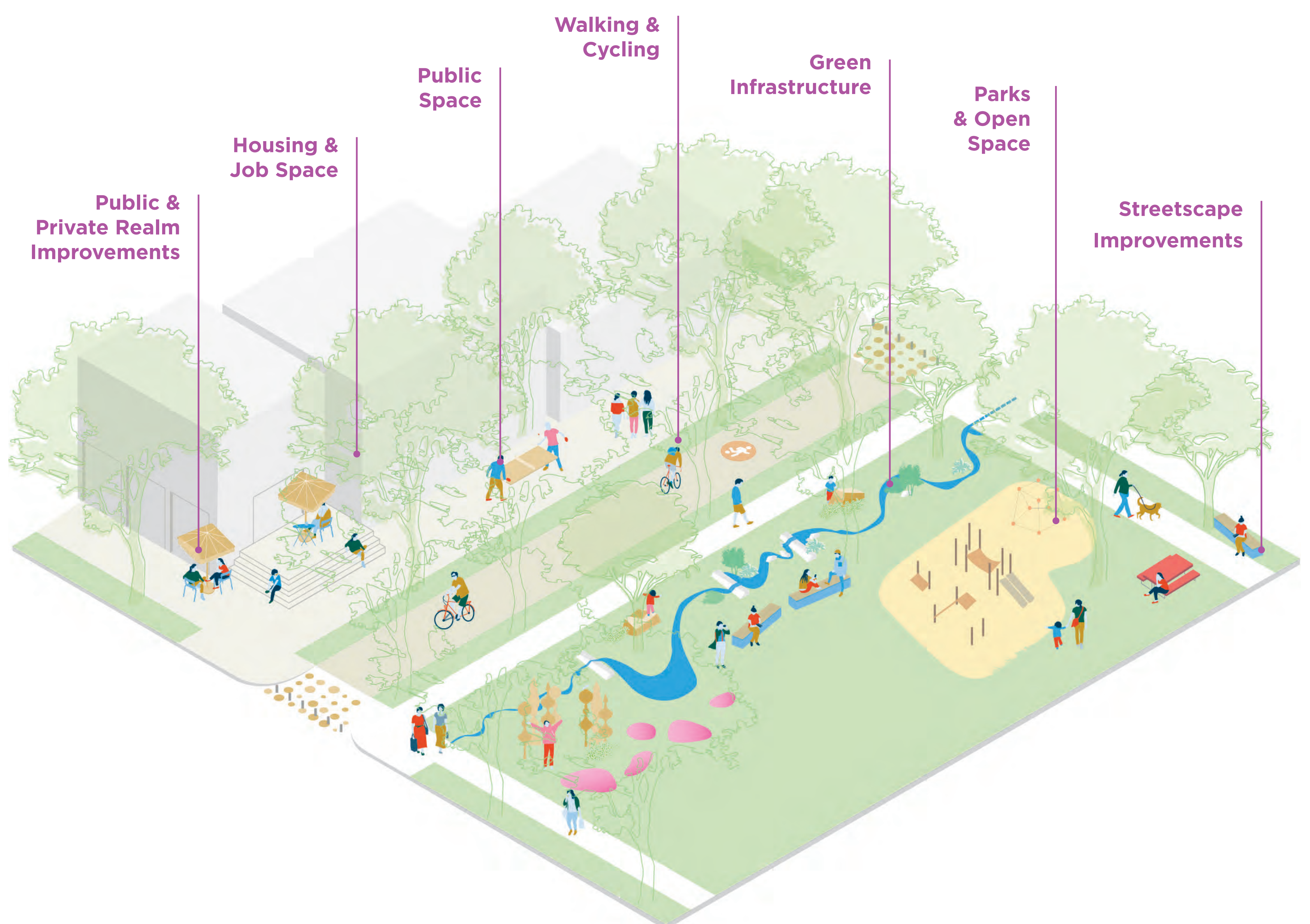
- » Ensure easy access for emergency vehicles to and from the Vancouver General and Mount St. Joseph hospitals.
- » Support the installation of public parklets, business patios, and plazas to facilitate public life.
- » Maintain and seek new public space partnerships between local community groups and City staff, to ensure spaces are lively, well-programmed and managed, and responsive to unique neighbourhood needs.
- » Ensure City assets and infrastructure are well-managed and resilient.
- » Enhance public wayfinding opportunities.

Places for Public Life

The Broadway Area has distinctive neighbourhoods and places. Public spaces in the area should enhance and support public life. This means being:

- » Reflective of local neighbourhood characters;
- » Diverse and interconnected in form, quality, and function;
- » Supportive of diverse and varied land uses; and
- » Responsive to current and future community needs.

Moments for public life should be woven throughout neighbourhoods to foster walkability and create opportunities for social connection. Streets serve as the connective fabric linking residents, parks, businesses, and destinations – whereas plazas and parklets serve as a place to stop along the way, to rest, to socialize, and to connect.



Approach

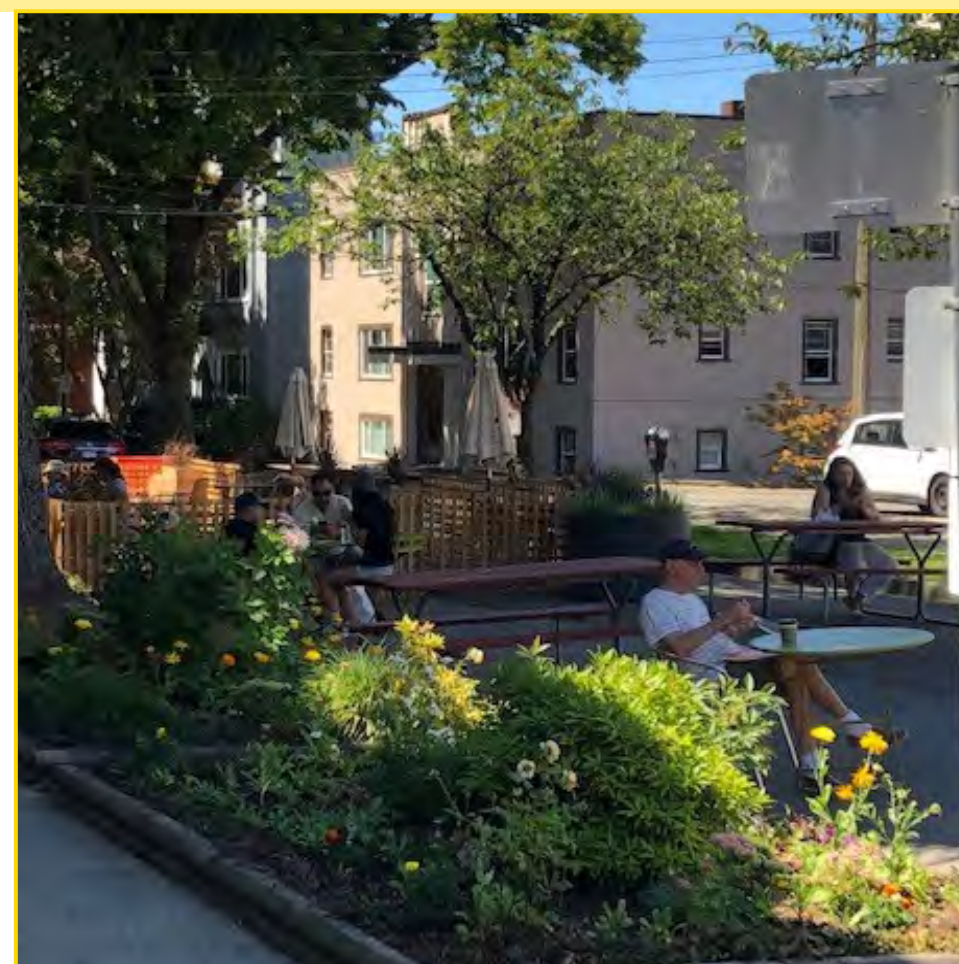
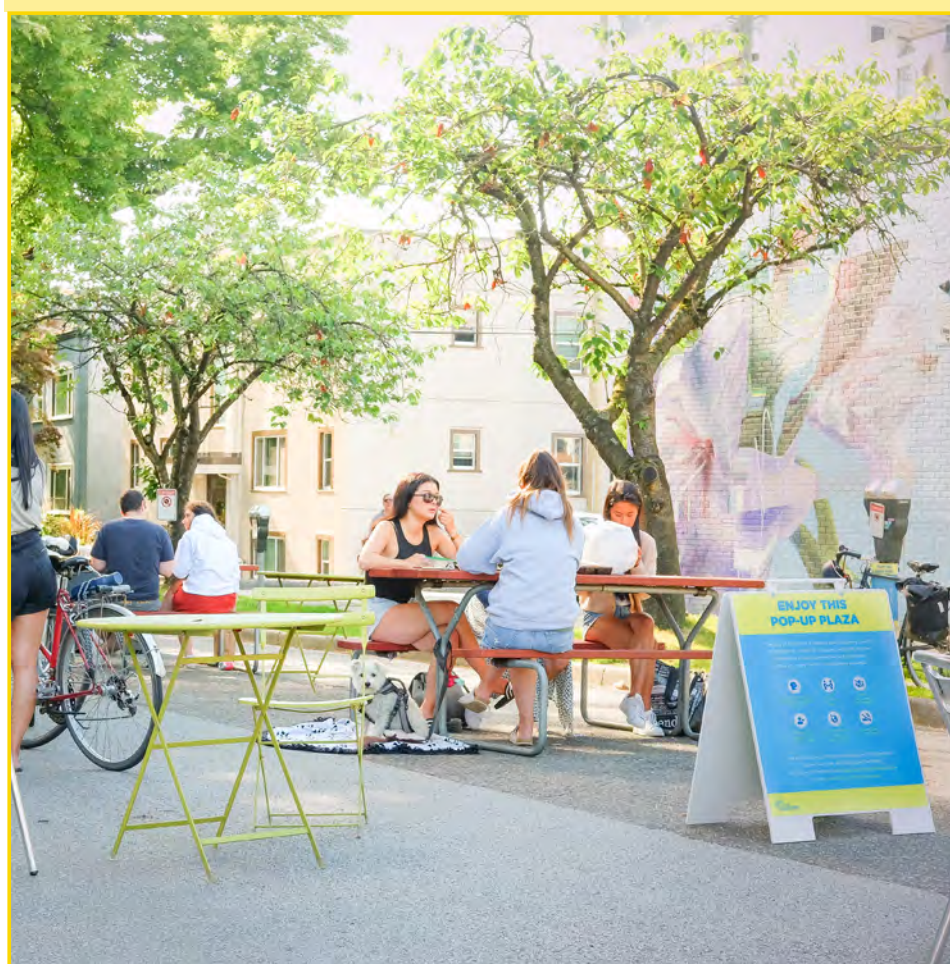
The public realm as a whole (streets and spaces) should be sustainable and resilient to climate change, which means integrating rainwater management strategies into green and leafy corridors.

Our public life strategy recognizes these important functions, and explores ways by which our buildings, streets, and open spaces can harmoniously support sociable, sustainable and resilient neighbourhoods.

Places for Public Life

COVID-19 Response We have learned that public spaces (plazas, parklets, and patios) play vital roles in supporting residents, community services, and local businesses – especially in a time of need. There is a unique opportunity to permanently capture and reinforce the social and economic benefits of these spaces along the Broadway corridor.

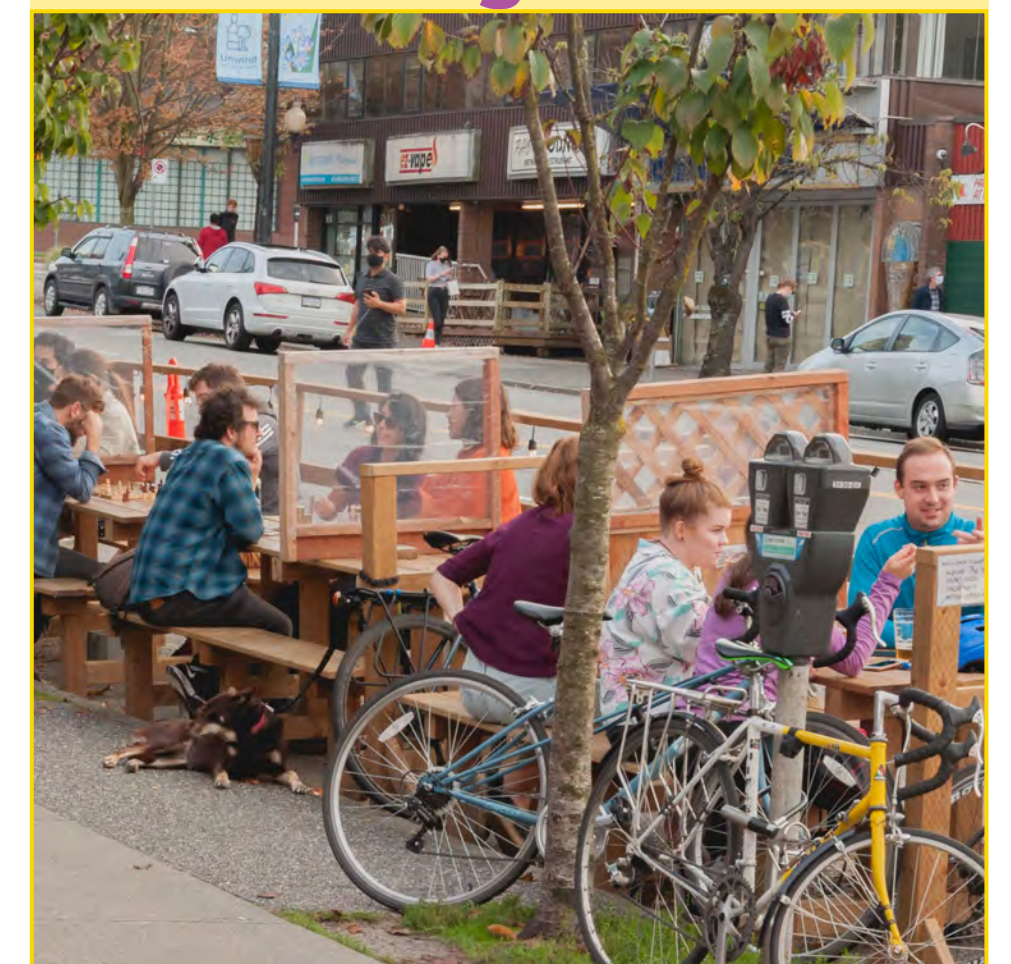
Pop-Up Plaza



Social Service Parklets



Temporary Patio Program



How Have Public Spaces Served Communities?

A. Pop-Up Plazas:

- Provide spaces for people to socialize, relax, eat, shop and connect in an outdoor setting, where viral transmission rates are lower, and people are more able to physically distance.
- Allow people to comfortably and safely connect with friends and family – particularly those without access to private spaces. These plazas have received overwhelming support from communities around the city.

B. Social Service Parklets:

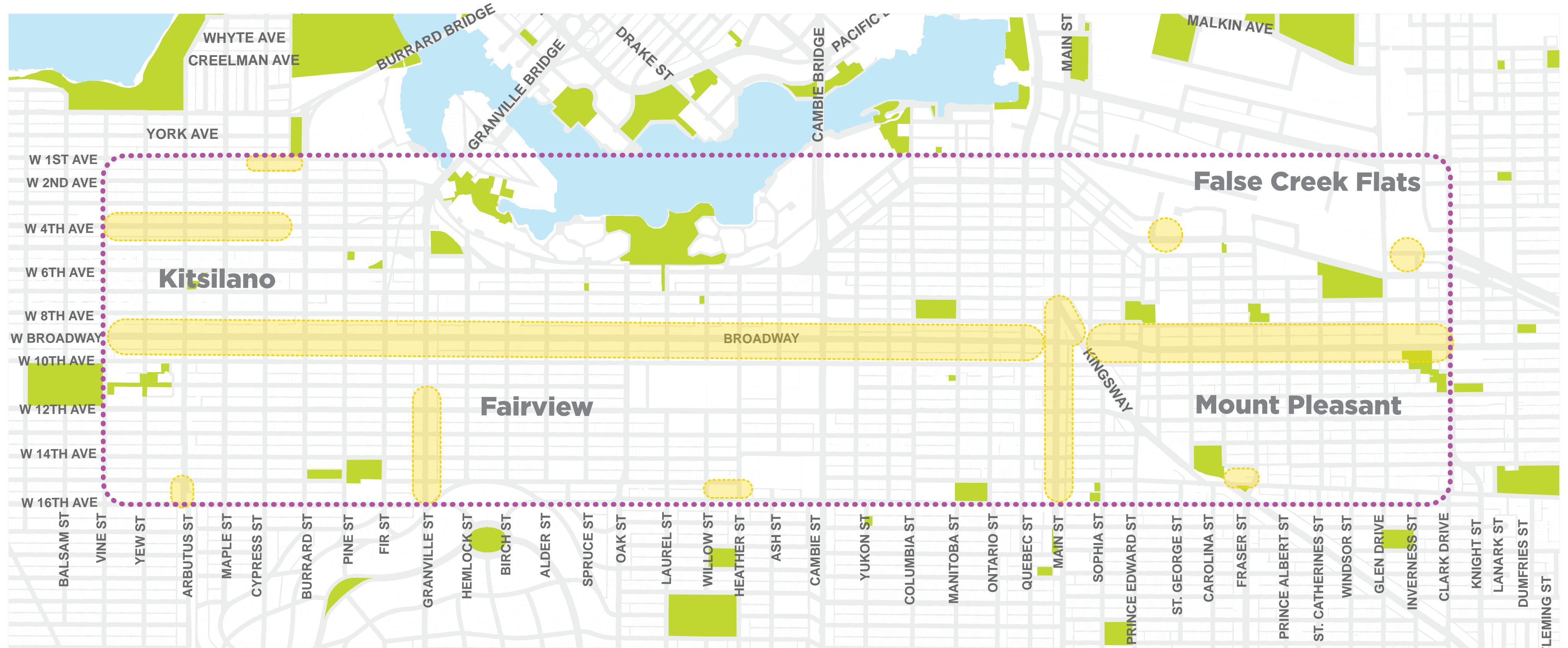
- Provide outdoor spaces for local community services/ organizations and their patrons
- Increase capacity for service providers to serve more people – many of whom are disproportionately impacted by the pandemic.

C. Temporary Expedited Patio Program:

- Provides a streamlined and low-barrier application and re-view process for restaurants and cafes wanting space to seat and serve customers outdoors.

Potential Opportunity Areas

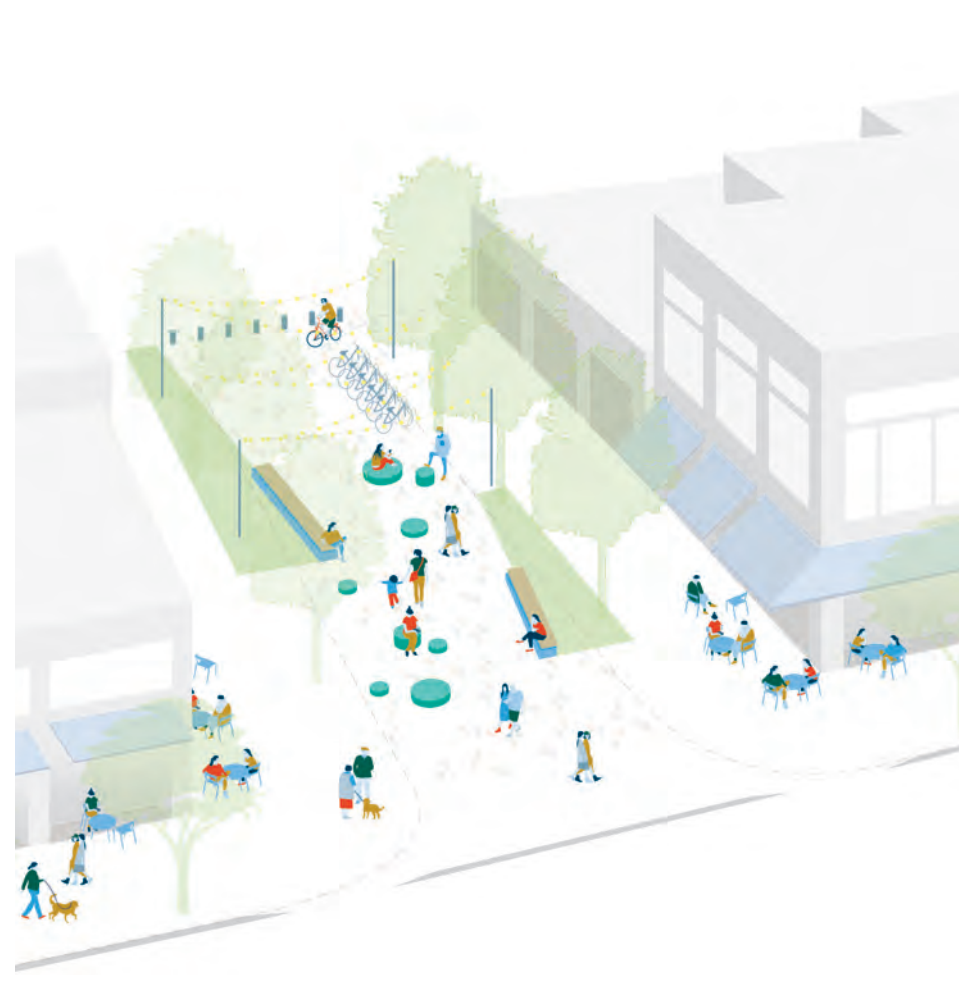
**Yellow bubbles indicate potential areas for new & expanded public realm*



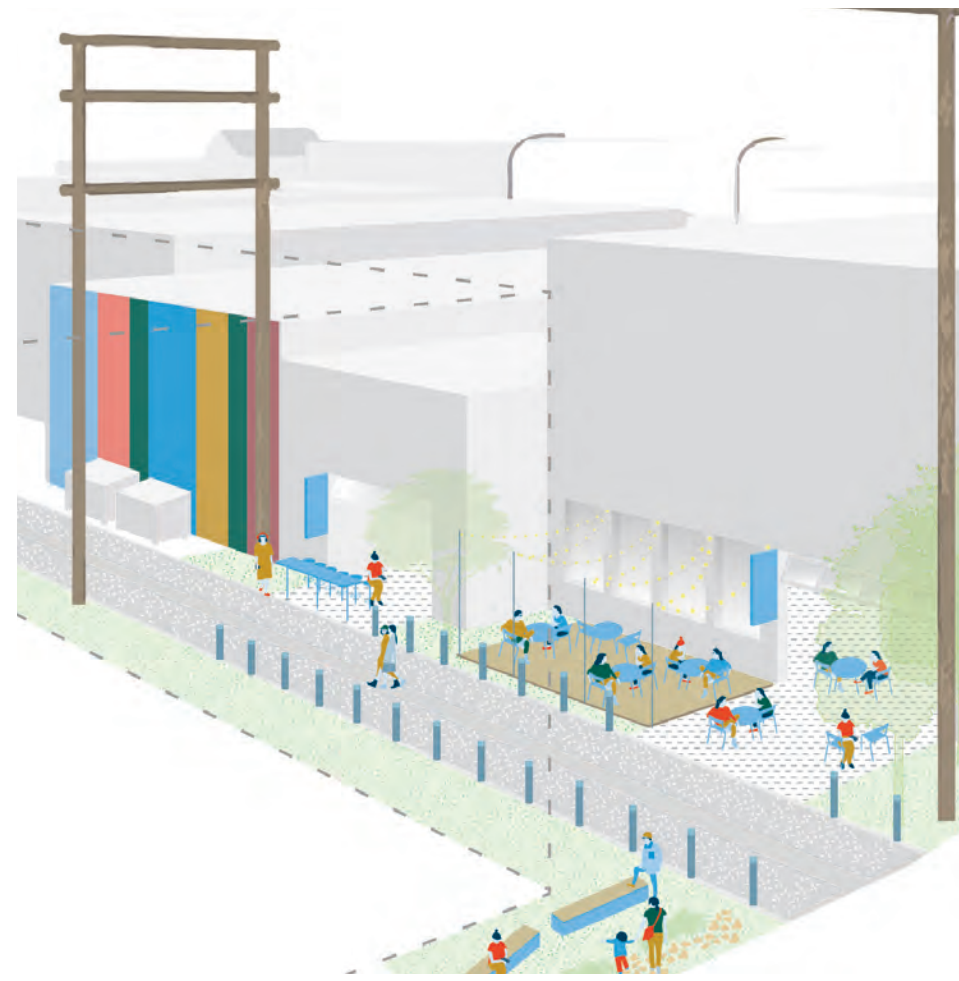
Places for Public Life

Potential public realm improvements will respond to the shortage of public spaces and public life in the Broadway Area. Creative reallocation of street space in strategic locations will explore opportunities and co-benefits with active transportation and an integrated water management approach.

Public life strategies can include a range of opportunities, such as:



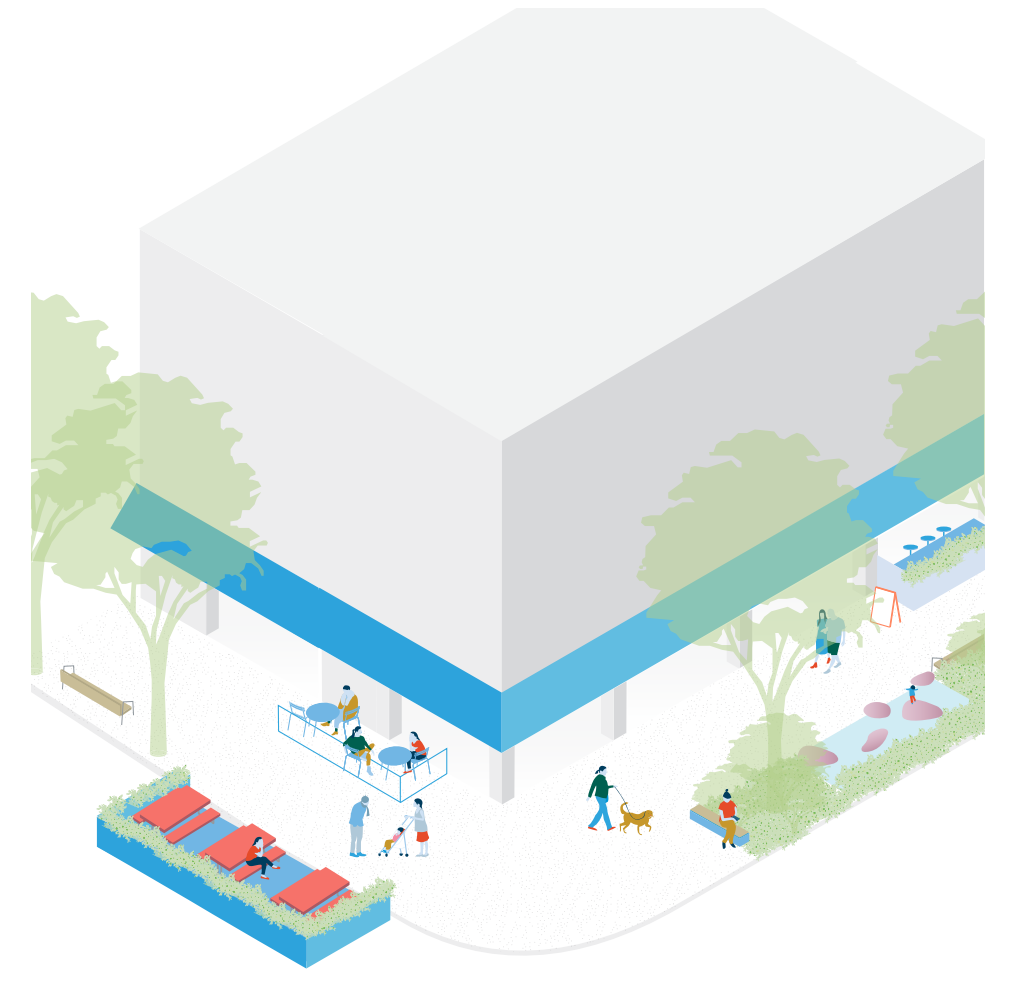
Pavement to Plaza



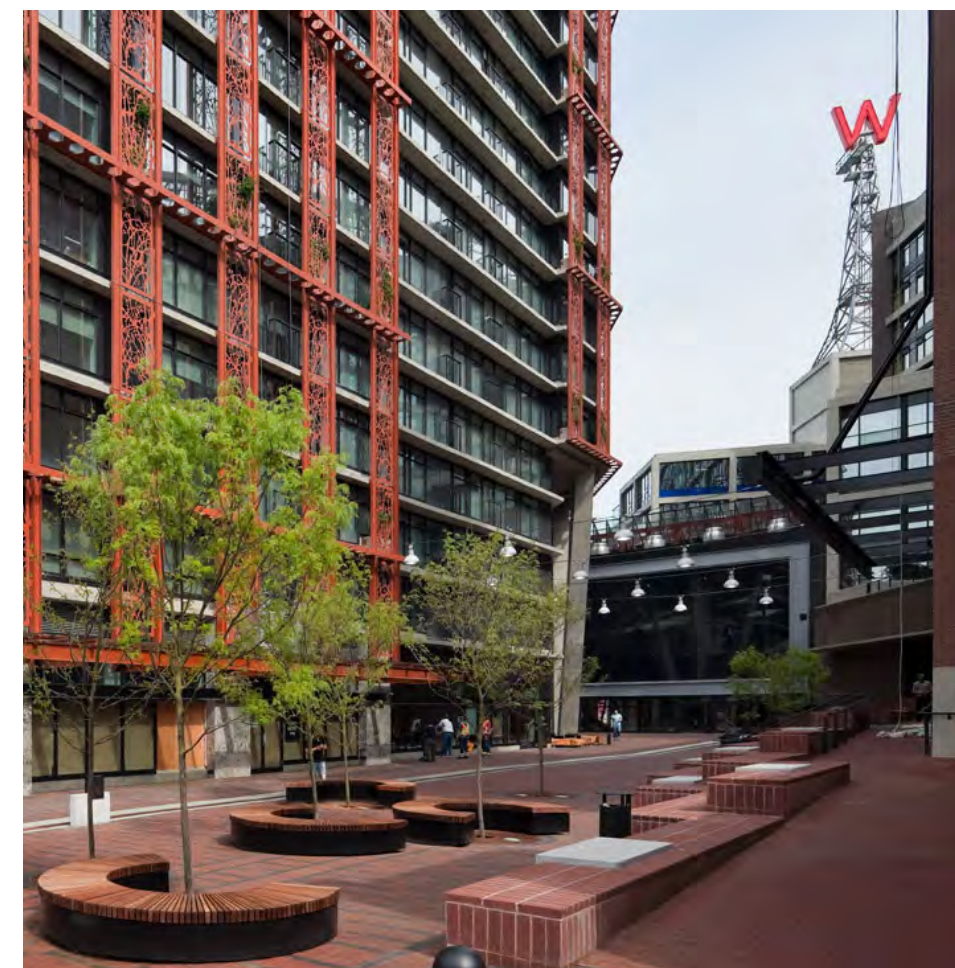
Active Laneways



Public Spaces on Private Property



Parklets & Restaurant Patios



EMERGING DIRECTIONS

- » Create an interconnected network of public spaces linked by greenways that enhance walking and cycling connections
- » Integrate moments of reprieve and places to socialize into the streetscape
- » Provide meaningful open spaces on private developments to enhance liveability
- » Provide diverse spaces for public life that reflect and respond to existing local character

Explore Considerations for Public Plazas

There are a number of factors that go into ensuring the success of public life and public spaces:

- » Identifying and working collaboratively with community partners, businesses, and the private sector to steward and manage the spaces.
- » Ensuring spaces are activated through a diverse array of programming (large-scale events like celebrations, to small and passive events like live musicians and buskers)
- » Maximizing conditions for street tree growth and health
- » Providing and managing weather protection and street furniture such as benches, lighting, garbage and recycling receptacles, etc.
- » Ensuring spaces are well-supported through creative funding mechanisms

Places for Public Life - Parks

Urbanization has drastically reduced the green cover of what we know as Vancouver and fundamentally interrupted natural systems on these lands and waters. Within the Broadway study area, parks make up a small percentage of space. Few are connected to historic streams and other green spaces. We have an opportunity to protect existing park spaces, grow and renew parks and create a green network of connected parks, waterfront and recreation.



WHAT WE HEARD

Need for More Parks

What was happening before the Broadway Plan started?

For more than 40 years, the City/Park Board have been acquiring land for parks (e.g. Delamont Park). Previous neighbourhood plans have identified these deficiencies and directed the acquisition of park land (e.g. Burrard Slopes Park).

What have you told us in previous rounds of engagement?

In phase 1 we heard there was a need to provide more parks, green spaces and amenities. We know that access to nature is very important. You also told us that you appreciate green and leafy residential streets. In phase 2 we learned more about the need for local parks and accessible places to play, places for gathering and public art in parks and the importance of sunlight on public spaces without shading from buildings.

Neighbourhood Parks

What have we heard from different neighbourhoods?

In Mount Pleasant, we know that people appreciate a green and leafy character and that parks are well-used spaces for life and play in natural settings. Accessing parks is important in Fairview, but there is also a need to preserve views and sunshine. We heard that nature and beaches are an essential part of Kitsilano life, but that there is a need for more park spaces off the waterfront. Did we miss anything important?

COVID-19 Learnings

What have we learned from the pandemic?

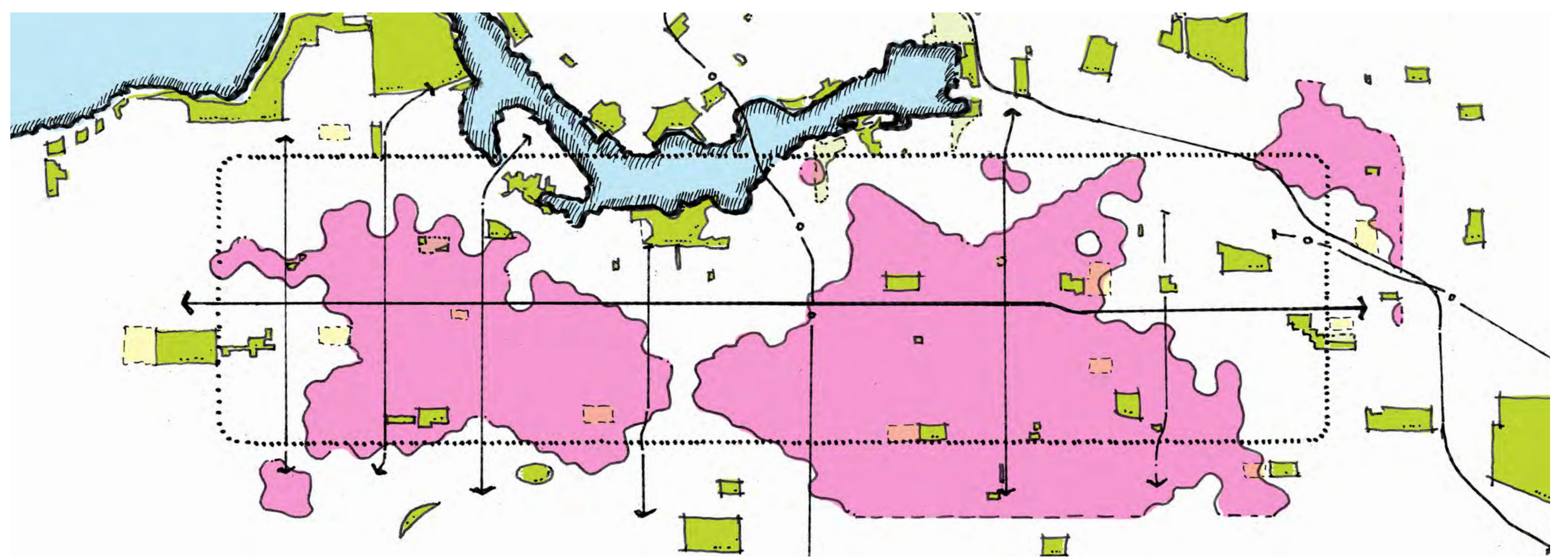
There was a significant increase in the use of parks in Vancouver between April and June 2020. This showed that local neighbourhood parks are fundamental for people to be healthy and connected to each other.

Places for Public Life - Parks

The Park Board aims to provide a minimum amount of park space for each resident. Since 1992, the goal is to offer 1.1 hectares of park space per 1000 residents. We know the amount of park space in the Broadway study area is very low at 0.33 hectares (0.82 acres) per 1000 residents, especially in Fairview and Mount Pleasant (indicated in pink below). Through finding space for more park land, we have an opportunity to advance directions developed by VanPlay, Vancouver's Parks and Recreation Services Master Plan, to deliver services equitably, welcome everyone and weave the city together.

PRIORITY AREAS

- Existing Parks
- Planned Park Expansion
- Schoolyards
- Areas with Low Park Space per Resident



EXAMPLE PARK TYPES



Linear Park
Converting street to park
(seen previously at Lilian To Park)



Expanded Park
Acquiring land to extend existing parks
(happening at Burrard Slopes Park)



Layering of Public Park and Urban Form
Public parks as part of development
(being planned at Oakridge)

EMERGING DIRECTIONS

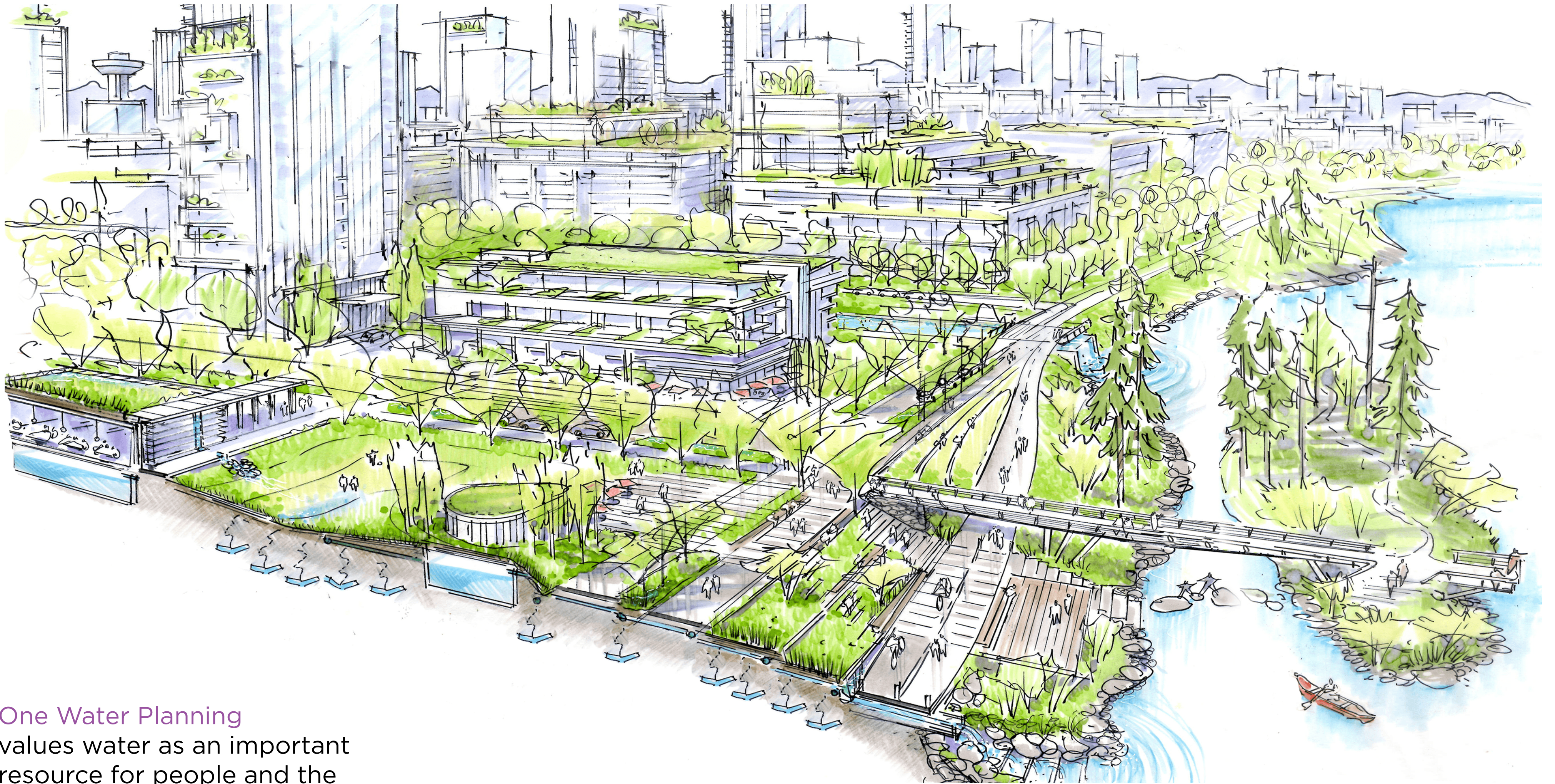
- » Protect existing parks from encroachment and densification
- » As stewards of park land, aim to grow and renew parks to make up for existing deficiencies and to keep pace with population growth
- » Create a green network that will connect parks, waterfront and recreation services

Explore a variety of approaches to find more land for parks:

- » Convert neighbourhood streets to linear parks.
- » Along certain streets, require buildings be setback to widen space for parks.
- » Expand parks by considering strategic opportunities for land acquisition and replacing paved surfaces with park space.
- » Build new public parks that are integrated within large development sites.

One Water

A One Water approach uses watershed-scale planning to create utility servicing plans that values all types of water and strives to work with nature. Community utilities of drinking water, sewer and drainage services are the backbone to healthy community planning. A One Water centered planning approach delivers core utility services while also working to restore and enhance water quality of receiving waterbodies, such as False Creek; and to increase our resiliency and livability.



One Water Planning values water as an important resource for people and the natural environment

THE NEED

As our city has grown, the Broadway area, along with other parts of the city, are facing increasing sewer and drainage system challenges that need integrated and cost effective solutions. These solutions will aim to enhance our livability, improve the health of our aquatic ecosystems and create a more resilient city in the face of a changing climate.

- » Portions of the sewer and drainage pipes are at capacity. When it rains, stormwater may cause streets to flood as the pipes overflow and untreated wastewater to be discharged into False Creek, English Bay and Burrard Inlet.
- » With climate change, more frequent and intense rainstorms will cause increased runoff from impervious surfaces (i.e. streets and buildings). This runoff drains to our sewer and drainage pipes and can cause flooding.
- » Historic streams have been buried over time, yet water still flows following the natural topography causing flooding and ponding on our streets.
- » Stormwater typically carries pollutants such as grease, oil and metals that are harmful to our waterways.



Cloudburst events (extreme rainfall during a short period of time) that overwhelm the local drainage system have become more common with climate change.

WHAT WE HEARD

Public Space

Phase one of engagement has called for more green and leafy public spaces, a connection to nature and our waterways and increased walkability. The One Water approach looks to support these goals and emerging directions through a suite of tools including green rainwater infrastructure in the public and private realms.

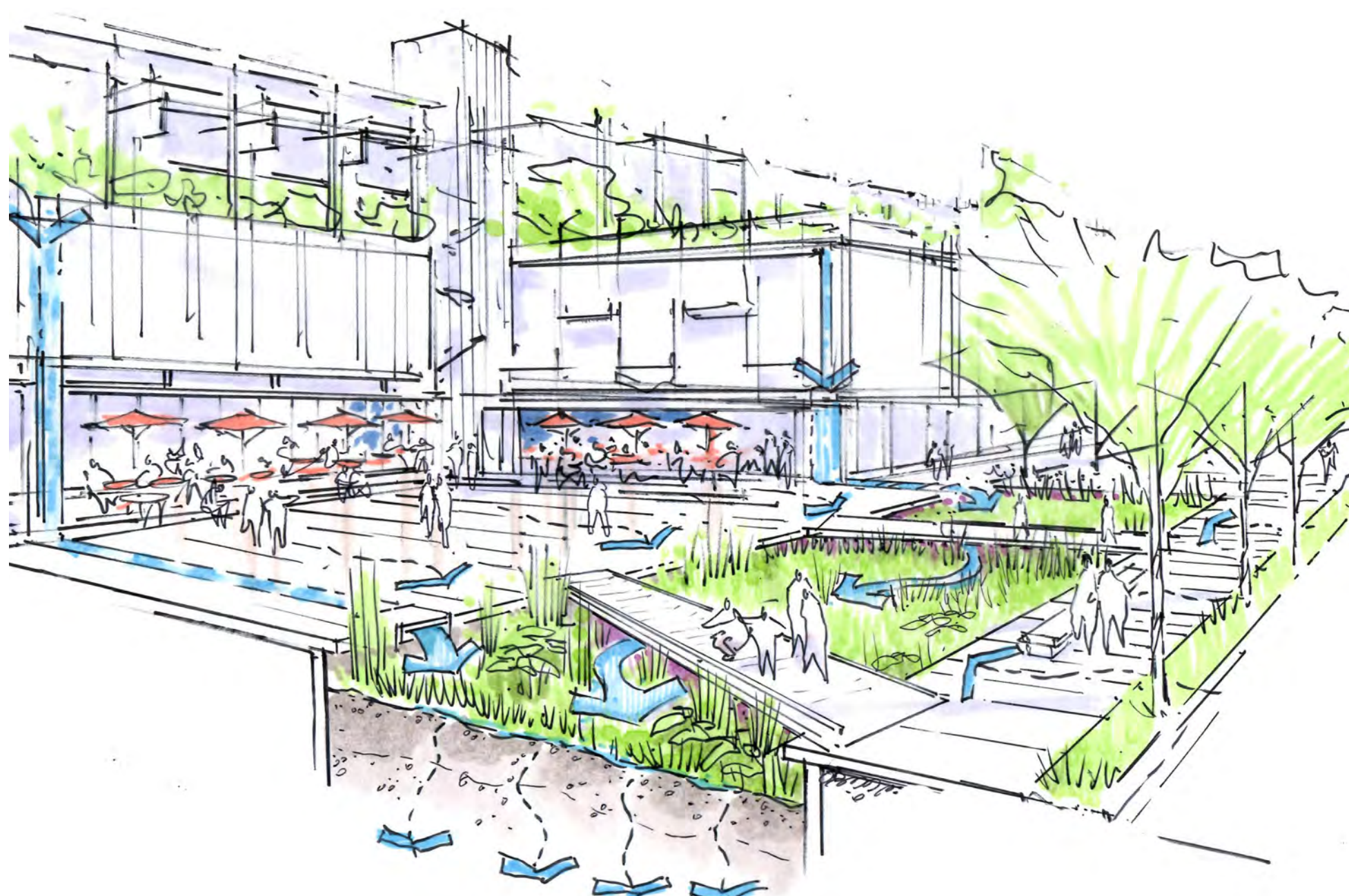
One Water

Blue Green Systems

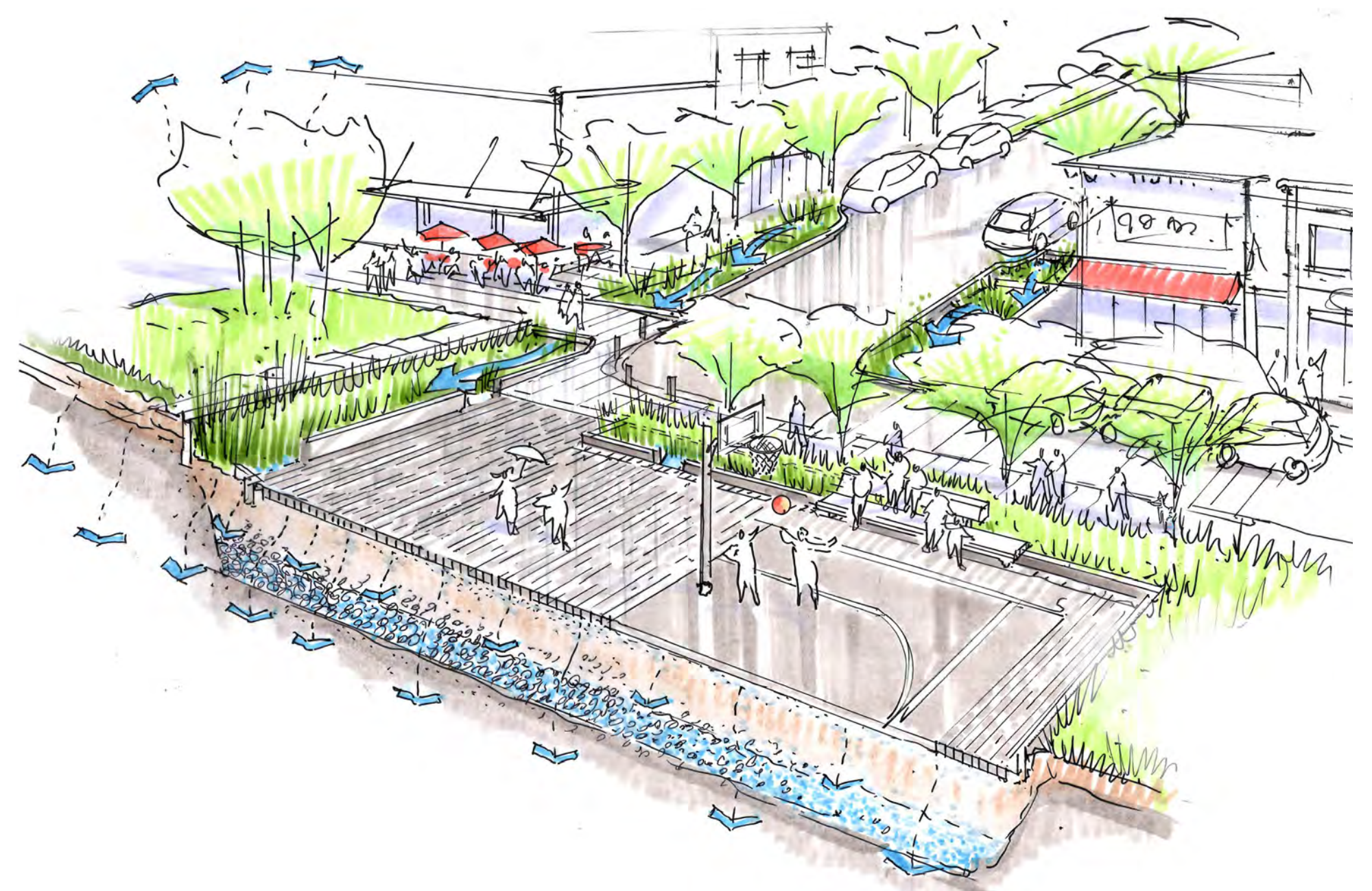
One of the key emerging directions is to establish a network of water management corridors referred to as Blue Green Systems, in the Broadway area that manage water and land in a way that is inspired by nature. Over time, these corridors will be connected to a larger city-wide network and will integrate water management and enhance the walking experience.



Blue Green Systems establish corridors that connect major parks and ecological areas that work with the natural flow of rainwater across the city.



Engineered wetland designed to treat, collect and slowly release rainwater runoff.



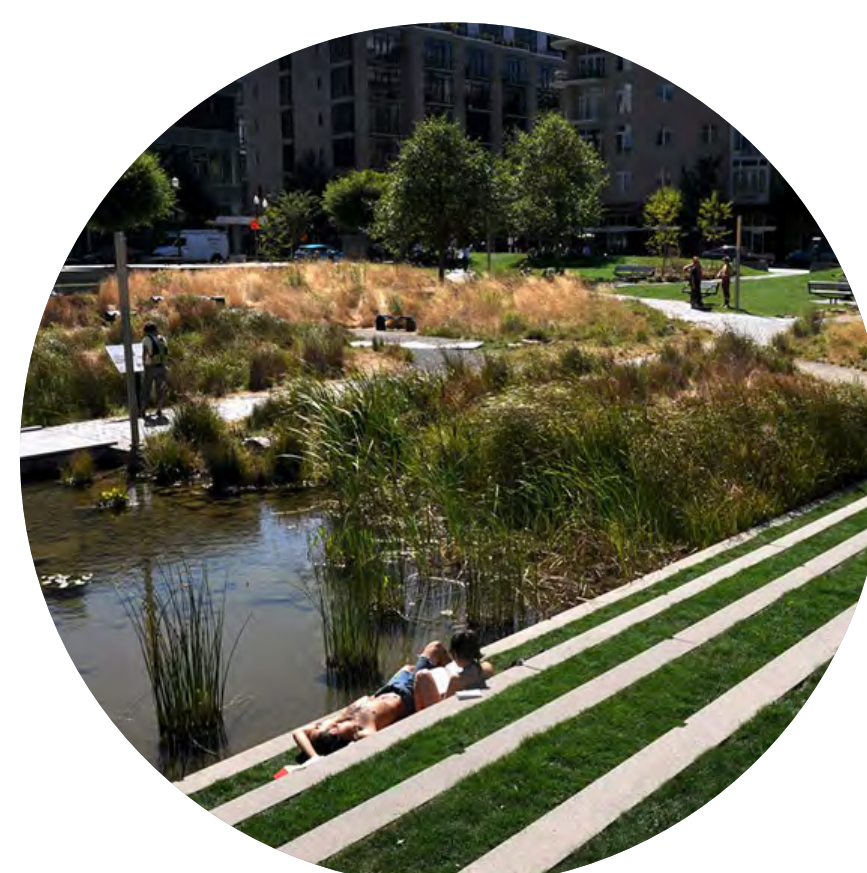
Stormwater plaza collects and treats rainwater runoff using plants, soil and permeable paving.



rain gardens



permeable plazas



engineered wetlands



celebrate water

EMERGING DIRECTIONS

- » Re-introduce nature into the city through strategic use of green rainwater infrastructure that manages and cleans rainwater through a suite of tools including rain gardens, street tree systems and permeable pavement.
- » Establish Blue Green Systems that work with the natural flow of rainwater across the city. These corridors aim to co-locate green rainwater infrastructure, active transportation, and habitat to provide access and connections to nature and the waterfront while managing overland flows of water.
- » Expand groundwater and rainwater management requirements for new development to reduce risk of flooding and protect valuable water resources.
- » Celebrate the area's connection to water through considerate design and improvements to streets and the public realm.
- » Explore opportunities and incentives to encourage greater conservation of potable water.
- » Consider how the built environment can be designed to facilitate water management objectives and support the Rain City Strategy goals.



Heritage

The Broadway Plan area is recognized as being on the traditional, unceded territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and səliwətaʔ (Tsleil-Waututh) Nations, embraces heritage of the Indigenous Nations and Vancouver's diverse communities, and enables stewardship of heritage resources while supporting sustainable development.

WHAT WE HEARD

- » Cherished heritage buildings and character in South Granville.
- » Human scaled, heritage and low-rise buildings with retail at grade along Main Street, and in the Main-Kingsway-7th triangle block create a unique identity for the area.
- » Heritage and history, and green and leafy streets contribute to Kitsilano neighbourhood character.
- » Arts and cultural spaces, including artist-run centres, contribute significantly to cultural heritage.
- » Heritage buildings and interesting architecture contribute to the walking experience.
- » History of Indigenous peoples and immigrants is important aspect of Mount Pleasant's heritage.
- » Changing and evolving nature of Mount Pleasant is cherished as living heritage.
- » City Hall, VGH, and modernist office buildings contribute to the character and heritage of Fairview.
- » Lack of visible First Nations representation on City Hall or VGH campuses.

The Broadway Plan area has a diversity of heritage resources, including tangible and intangible heritage. The plan will seek to build on and implement the goals and directions of the Vancouver Heritage Program for the Broadway neighbourhoods.



One of the guiding principles for the Broadway Plan is to:

Recognize and Enhance the Area's Distinct Neighbourhoods and Places

The distinctive qualities of neighbourhoods, such as green and leafy residential streets, shopping villages, and heritage and cultural resources, should be retained and enhanced, while integrating new housing and job space.

EMERGING DIRECTIONS

- » Promote and support Reconciliation by encouraging Musqueam, Squamish, and Tsleil-Waututh voices and visibility on the land, along with opportunities to support Indigenous peoples' cultures and art.
- » Work with diverse communities in identifying heritage.
- » Explore opportunities to retain and support cultural and intangible heritage, informed by the Social/Cultural Integrated Impact Assessment.
- » Promote and support cultural redress and celebrate diverse cultural histories.
- » Ensure effective heritage incentives, and encourage the use of incentives available through the Heritage Program to protect and recognize heritage resources within the Broadway Plan area.
- » In areas for change, explore opportunities for new development to contribute amenity shares to the citywide Heritage Conservation Fund.
- » Look to identify heritage resources that embody histories of the Musqueam, Squamish, and Tsleil-Waututh Nations, Urban Indigenous people, and systematically excluded communities for possible addition to the Vancouver Heritage Register when opportunity arises.

Arts and Culture

Vancouver's future as a cultural capital depends on the continued existence of cultural production and presentation space in the Broadway Plan area. With accelerated development and rapidly rising industrial and commercial land values, Vancouver is facing imminent loss of affordable places for artists to live, work, and share their work.

Broadway is home to a large number of artists, cultural workers and cultural institutions, and the area is teeming with artist studios, artist-run centres, galleries, performing arts and live music venues, cultural centres, recording studios, film and TV production and digital effects facilities, rehearsal spaces, arts education spaces, and bookstores. Public art is a significant presence throughout, and dozens of murals line the laneways. The area has rich and diverse cultural histories and has contemporary significance to a variety of cultural communities.



David MacWilliam
Kingsway Luminaires 2009
Image courtesy of the artist and City of Vancouver



Mount Pleasant Community Art Screen
Artwork: Weronika Stepień, In This House (2018)
Image courtesy of grunt gallery

WHAT WE HEARD

- » **Limited and decreasing availability of industrial space.** The area is home to affordable artist studios, production spaces, and spaces for the queer community that are vulnerable to development.
- » **Support the cultural expressions and heritage of Musqueam, Squamish, and Tsleil-Waututh Nations and Urban Indigenous communities.** Significant opportunities for cultural redress, especially at Civic Crossroads.
- » **Housing, mixed-use and affordable social and cultural hubs are key to retaining arts and cultural communities,** with proximity to transit.
- » **Diverse cultural histories are present,** and must be acknowledged and visible in planning.
- » **Clusters of small businesses, theatres, galleries, and music spaces are important,** such as those in Mount Pleasant and South Granville.
- » **Encourage more cultural districts,** presentation and production spaces, and better connections to Granville Island.

- » **Integrate arts and culture with underutilized green and public spaces** for outdoor, music, and pop-up events.



Debra Sparrow and Gabriel Hall
Blanketing the City – Part II – The Biltmore
Image courtesy of the artists and Vancouver Mural Festival

Arts and Culture

In September 2019, Council approved Culture|Shift: Blanketing the City in Arts and Culture and related Making Space for Arts and Culture and Vancouver Music Strategy. Together, Vancouver's new 10-year culture plan supports a sustainable, resilient, and vibrant arts and culture sector for generations to come with a focus on:

- » Reconciliation, equity and access
- » Arts and culture at the centre of city building
- » Ensuring access to affordable cultural spaces



EMERGING DIRECTIONS

- » Support cultural space targets and goals as outlined in Making Space for Arts and Culture (2019).
- » Work with Musqueam, Squamish, and Tsleil-Waututh Nations and Urban Indigenous communities to connect with sites of significance and increase their visibility on the land through design, wayfinding, storytelling, self-identified cultural spaces, and public art.
- » Protect existing cultural heritage spaces, and explore ways to support intangible heritage.
- » Prioritize opportunities for new and expanded rehearsal and presentation spaces including venues for live music and performance.
- » Explore policy and financing growth tools to encourage retention and expansion of spaces for arts and culture including cultural districts, density bonusing, commercial linkage fees and removal of regulatory barriers.
- » Protect existing industrial lands for employment use, including arts and cultural activities.
- » Recognize existing arts and cultural spaces in industrial zones and seek to foster their continued role in these areas.
- » Pilot new approaches to private sector public art funding and commissioning practices.
- » Support increased community ownership and funding mechanisms to support community-led cultural land trusts.
- » Retain and expand arts and cultural clusters, such as Mount Pleasant and Burrard/Granville Slope neighbourhoods.
- » Integrate cultural spaces with other City infrastructure (e.g. parks, community centres, and libraries, Civic Crossroads renewal, and social housing for artists with production spaces).
- » Preserve and enhance non-profit arts and cultural spaces within places of worship, community halls, legions, and other community serving spaces.



Community Well-Being

Community and social facilities and services that help individuals, families, groups, and communities meet their social needs, maximize their potential for development, and enhance community well-being and resilience. Social nonprofits operate many of these facilities, acting as hosts and placed-based anchors in neighbourhoods. City-owned facilities such as community centres complement this network. These places and organizations provide services to a range of population groups including children, youth, families, seniors, Indigenous people, new immigrants and refugees, 2SLGBTQ+, low income and others. Examples of facilities include neighbourhood houses, seniors' centres, family places, community gardens and more.

Affordability influences many aspects of our lives. Changes in rental rates impact spaces of childcare, social non-profits and food assets. Growth in the Broadway area will also increase the service demand for these social amenities. The Broadway Plan is an opportunity to plan and meet the social-serving needs of community by ensuring that services and programming are available and accessible across the Broadway area. We look for opportunities to deliver and support social facilities that are complementary to other services such as parks, schools, public transportation and other community amenities to enhance their social benefits and accessibility to Vancouver residents and workers.

WHAT WE HEARD

Community facilities and services:

- » Need for amenities and services to support growth and livability, e.g., childcare, neighbourhood houses, libraries community centres, and a range of social services. There is a need for more social services are need for youth, families, Indigenous communities, and the west-side of Vancouver. Create spaces that are culturally relevant and support communities gathering and healing beyond “crisis” mode/services.



Photo: Kitsilano Area Childcare

Co-locating places and services:

- » Co-location of social services and creation of hubs enable service providers to partner, share space and support each other.



Photo: Left is Kivan Boys and Girls Club; Right is Tonari Gumi (Japanese Community Volunteer Association)

Maintain existing community spaces:

- » Support community-serving spaces and social nonprofits own their space through capacity building and City-processes related to retrofits and redevelopment. Support organizations to maintain their existing space or their need for affordable and suitable spaces.



Photo: Mount Pleasant Neighbourhood House Community Kitchen

Food security:

- » Food security is precarious, more support should be given to make food affordable and accessible, especially to low-income residents.

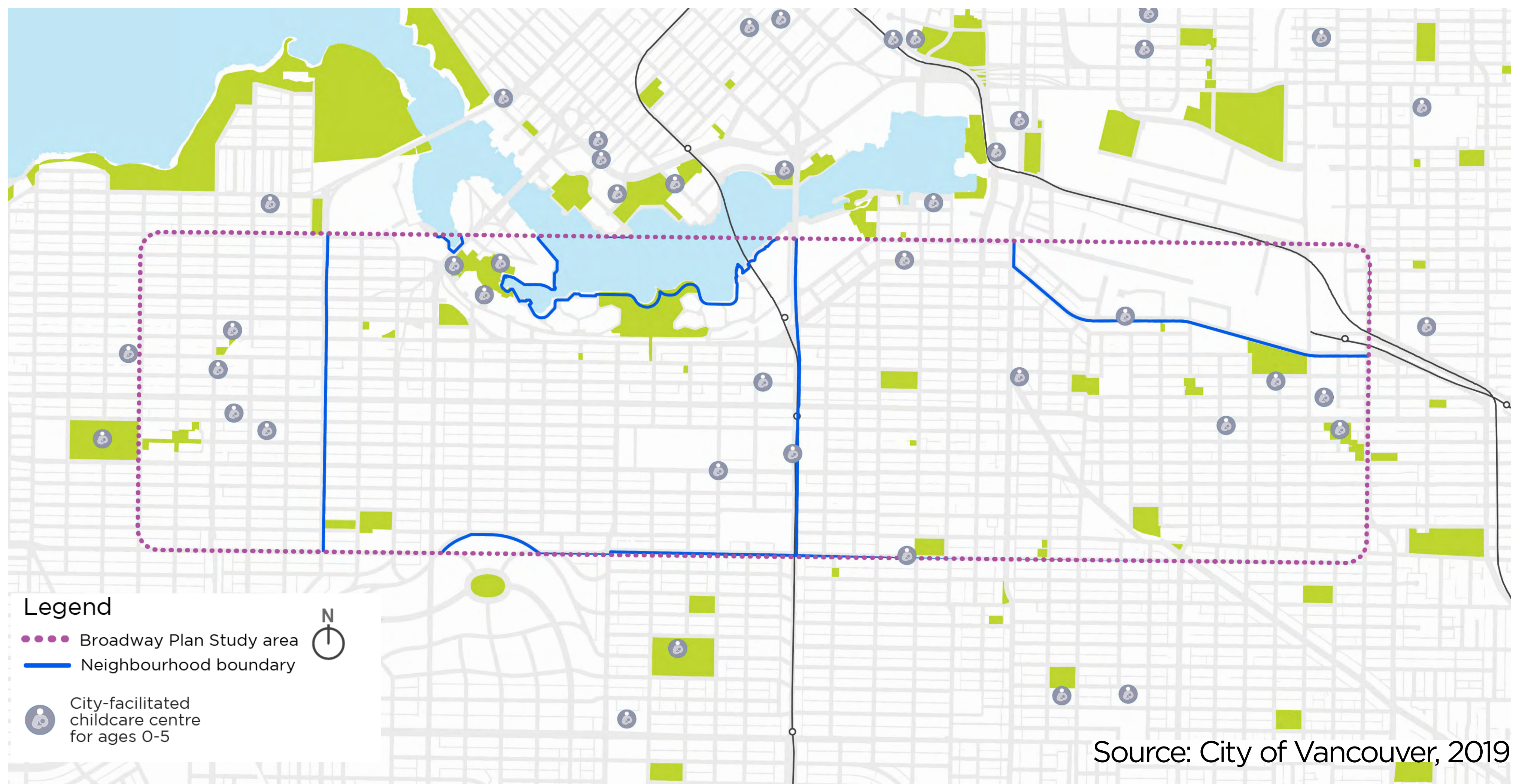
Supporting seniors:

- » Lack of accessibility and affordability for seniors (e.g., access to public washrooms and affordability of public transit).

Community Well-Being

Childcare

The COVID-19 pandemic has highlighted the importance of childcare such that it is recognized as an essential service critical to economic recovery. This builds on and emphasizes the ongoing City priority to support the delivery of public and non-profit licensed group childcare as a form of social amenity.



Childcare

Any growth in the Broadway area will increase the need for childcare. For children aged 0-5, the childcare needs based on existing residential make-up in the three neighbourhoods are as follows:

- » Kitsilano have 33% of needs met, with a shortfall of 605 spaces;
- » Fairview have 61% of needs met, with a shortfall of 250 spaces; and
- » Mount Pleasant have 55% of needs met, with a shortfall of 370 spaces.

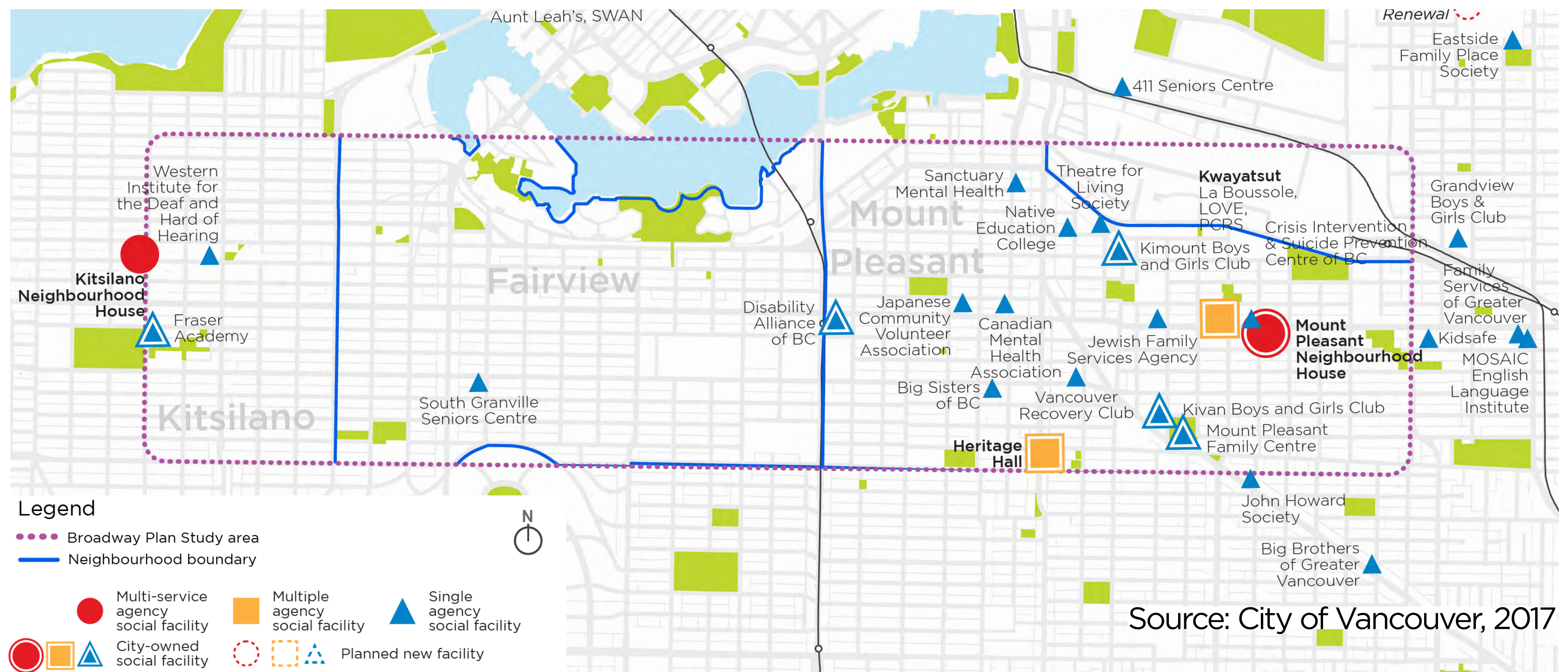
EMERGING DIRECTIONS

- » Develop new planning options that increase opportunities to deliver affordable, accessible and quality childcare.
- » Establish childcare targets to reflect the existing and future needs of a growing population and employment in the area.
- » Explore childcare options to support employment, including co-location of childcare with employment spaces.
- » Integrate childcare facilities in the development of large sites.
- » Maximize opportunities to locate childcare in sites close to schools, parks and recreation, or other family services and social amenities.
- » Create opportunities for licensed group childcare for ages 0-5 and school-age childcare near schools, including co-location with affordable housing and other social amenities.

Community Well-Being

Social Infrastructure

The map below show social facilities that are City-owned or City-supported through annual operating grants.



Social Infrastructure

- » Aging City-owned social facilities and community centres need to be replaced.
- » Diverse social services should be accessible and programming should be inclusive.
- » Increase social isolation related to COVID-19 impacts have amplified the existing need to foster community spaces so that diverse residents may gather and stay connected.
- » Social nonprofits expressed interest to co-locate with other organizations to increase collaboration and community access to services.

EMERGING DIRECTIONS

- » Provide accessible social services and amenities to meet the needs of a growing and changing population, and to meet the increase of social service demand associated with growth in the Broadway area.
- » Identify and address the social service gaps in Kitsilano, Fairview and Mount Pleasant for a range of demographics, services and programs.
- » Renew City-owned childcare, social facilities and community centres that are in need of replacement or expansion.
- » Co-locate social amenities with other civic infrastructure and assets, such as parks, community centres, or libraries etc, to increase space efficiencies and access for service users, including food system infrastructure.
- » Support more co-located opportunities within the non-profit sector. Explore ways to create or support multi-tenant non-profit hubs with a mix of shared programming and office space.
- » Support and incentivize the retention or renewal of non-City owned spaces. including childcare, social infrastructure, food assets and community-serving spaces.
- » Encourage opportunities to integrate Voluntary Community Benefit Agreements (CBAs) on small-scale development sites in order to provide employment, skills and training to local, equity-seeking groups, as well as add social value into the purchasing supply chain.
- » Integrate public washrooms in key public areas to ensure equitable access, such as transit stations, civic facilities, parks or public spaces.

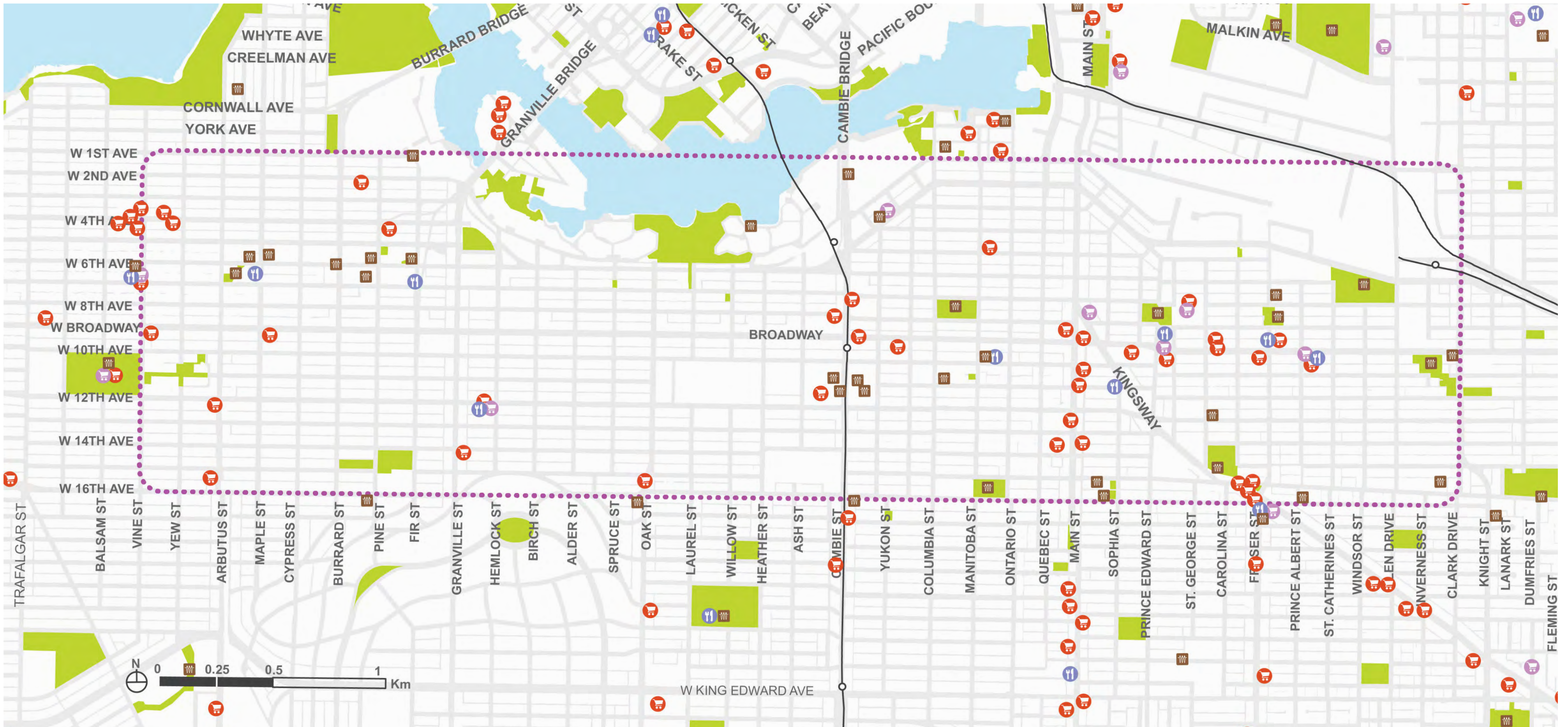
Area-specific:

- » Support opportunities for a dedicated, purpose-built Urban Indigenous Gathering Facility, based on Indigenous design principles, to bolster a diversity of Indigenous communities' cultural practices, and nurture, reclaim, and revitalize Indigenous ways of knowing.
- » Increase opportunities to ensure social facilities that provide services that address issues of equity be located in diverse locations across Vancouver, including the Broadway area.
- » Recognizing that the Broadway area as a key employment area, explore opportunities to support the development of non-profit office hubs as dedicated employment and meeting spaces to support the non-profit sector.

Community Wellbeing

Food Assets

Food assets are a critical component of a complete community. The built environment influences personal health outcomes including eating patterns. Examples of food assets include community gardens, kitchens, urban agriculture and more. These spaces are mainly run by non-profits with programming to complement the use of these spaces with members of the community.



Source: Vancouver Coastal Health

****Free/Low cost Grocery:** Free/ lower cost grocery items for individuals and families who may not be able to get enough food, for any reason, e.g. food banks, Sprouts Bulk Buying Club, Dugout Vancouver.

****Free/Low cost Meal:** Both low cost and free prepared meals/snacks that are provided by various organizations and groups in the community.

****Growing food includes:** community gardens, orchards, urban farms.

****Food Retailers includes** a wide array of businesses specializing in food retail, including Specialty Food Stores; Grocery Stores or Supermarkets; Mobile or Seasonal Markets; Public Markets (e.g. Granville Island); and small grocery stores (i.e. greengrocers or produce markets).

EMERGING DIRECTIONS

- » Establish community garden and urban farm targets.
- » Apply tools to mitigate displacement and to support food businesses such as small grocers, food services and food manufacturing.
- » Integrate opportunities for food harvest into parks, open spaces, and the public realm.
- » Provide/prioritize opportunities for healthy food retail and food services at transit hubs.

Sustainability and Resilience

The Broadway Plan offers a unique opportunity to explore new directions that will respond to the Climate Emergency Action Plan, build more connected communities, adapt to climate change, and advance neighbourhood energy.

WHAT WE HEARD

In the future, the following are important considerations for sustainable buildings:

- » Energy efficiency and green space
- » Heating and cooling systems tied to renewable energy
- » Building systems and design: water systems (e.g. rainwater capture), green roofs, gardens and recycling options
- » Spaces and services shared between buildings

Most important features in new apartments and sustainable design:

- » Good indoor air quality
- » A quiet indoor environment, even on busy streets
- » Suite utility bills are stable and affordable

Other important sustainability features include:

- » Solar panels and other renewable energy systems
- » Access to electric forms of transportation and charging stations
- » Insulation and window functionality
- » Focus on renewable materials



Vancouver Climate Strike in 2019

On November 17, 2020, Council approved the Climate Emergency Action Plan to put Vancouver on track to reducing carbon pollution by 50% by 2030. This means change to the City, residents and local businesses on how we move, how we build and renovate to make it easier to live a carbon-free life.

EMERGING DIRECTIONS

Climate Emergency Response

- » Reinforce and seek to exceed the target of 90% of people living within an easy walk/roll of their daily needs by 2030.
- » Reinforce the 80% sustainable mode share target for the Broadway area by 2030.
- » Ensure all residents have access to near-home charging for electric vehicles by 2030.
- » Create new opportunities for zero operating emissions from buildings.
- » Advance low embodied carbon construction for buildings, e.g. match the requirements of the rezoning policy for site that develop under existing zoning.
- » Provide significant increases in ecosystem space, including new tree planting.
- » Advance individual actions in the Climate Emergency Action Plan, especially:
 - » Sustainable Mode Splits
 - » Advance near-zero emissions buildings in area plans, including allowances for simplified low-carbon building forms
 - » Design guidelines to integrate climate change and seismic goals
 - » Zero emissions areas
 - » Deep emission retrofits
 - » Explore feasibility of expanding City NEU service area

- » Accelerate active and equitable transportation network

Prepared, connected communities

- » With a focus on equity, minimize the negative health and safety impacts of climate change on communities and maximize their preparedness

Climate change adaptation strategies

- » Plan infrastructure to be robust across a range of future climate scenarios and minimize unintended rainfall related flooding and consequences
- » Built form should be designed for future climates, e.g. extreme rain, heat and drought, while providing cobenefits such as seismic resilience, energy efficiency, accessibility, cool streets and supporting health and well-being
- » Build healthy, vigorous natural areas and more green spaces

Other

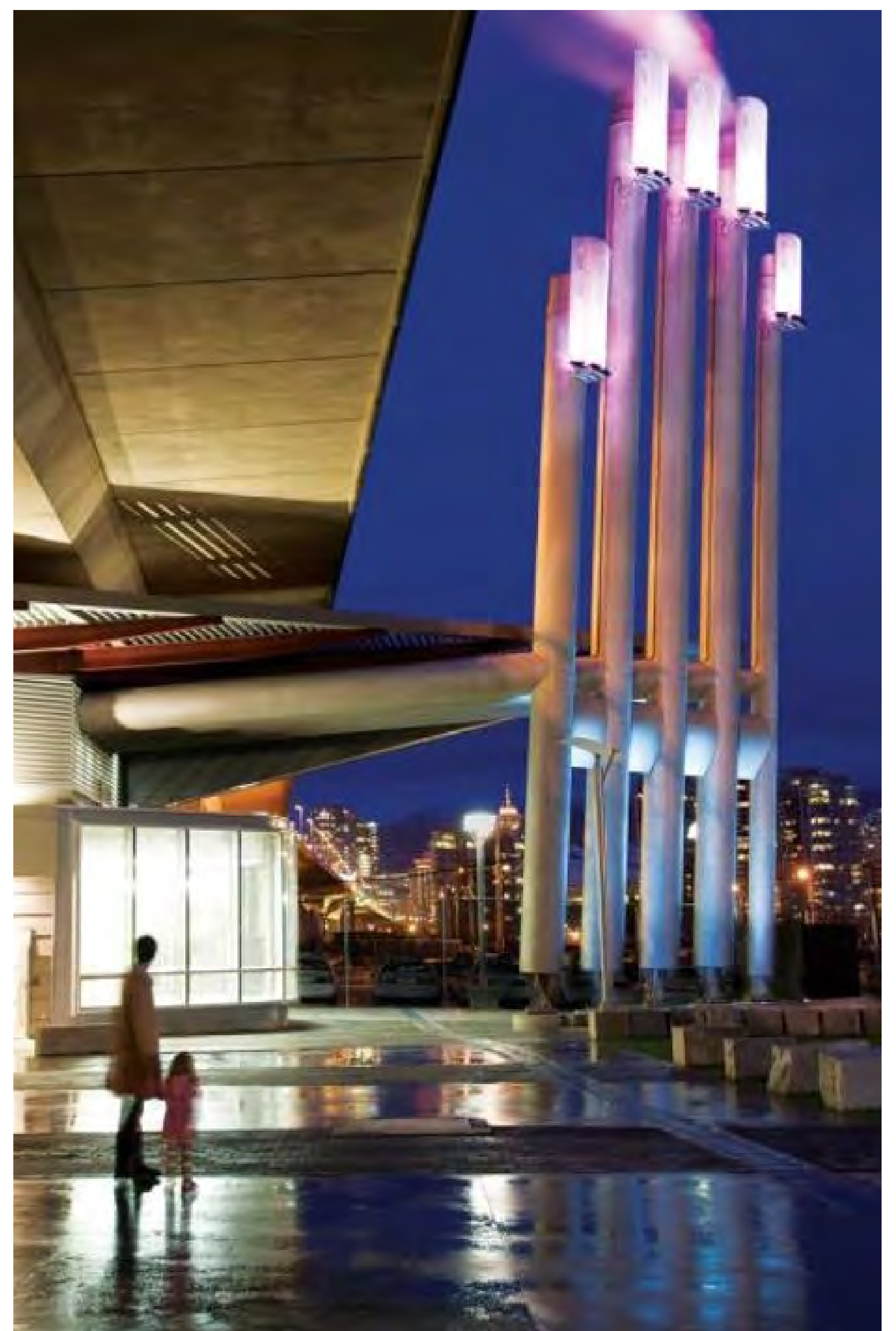
- » Ensure high air quality and thermal comfort within rental homes.
- » New buildings and infrastructure should be designed to minimize noise and air pollution risk for people on the street and in adjacent buildings

Neighbourhood Energy Utility

Dense and mixed-use neighbourhoods are ideal candidates for low carbon neighbourhood energy systems. The economies of scale associated with such systems facilitate access to local renewable heat sources that would otherwise not be available to an individual building, such as excess waste heat from cooling (e.g. data centre) or waste heat from sewage. The City-owned low carbon Neighbourhood Energy Utility (NEU) supplies thermal energy for heating and hot water to over 6 million square feet of development in the False Creek area. The current target for the NEU is to derive 70% of energy from renewable sources, with a long term goal of securing 100% renewable energy outcomes for its connected buildings.



Inside the Neighbourhood Energy Utility



Neighbourhood Energy Utility stacks at night

EMERGING DIRECTIONS

- » Evaluate feasibility for expansion of the low carbon Neighbourhood Energy Utility service into areas of opportunity
- » Explore policy tools to encourage generators of excess waste heat to locate within the Neighbourhood Energy Utility service area
- » Pursue waste heat recovery and other potential resource recovery opportunities with local businesses
- » Facilitate and preserve opportunities to access the significant amount of waste heat available in the 8th Avenue sewage main

Public Benefits Strategy

The Broadway Plan Public Benefits Strategy (PBS) provides direction on long-term capital investment including a funding strategy to support the delivery of public amenities and infrastructure needed within the Broadway Plan area.

Public Benefits

Amenities and infrastructure are important elements of an inclusive and livable community. Some examples include affordable housing, childcare, parks and open spaces, transportation infrastructure, libraries, and fire halls as well as recreational, cultural and social facilities.

Renewal and Growth

Facilities and infrastructure age over time and require maintenance and renewal in order to continue to enable service delivery and support communities. New and expanded facilities and infrastructure are needed to address population growth and changing service demands.

Funding Sources

Three categories are used to pay for public benefits:

- » City Contributions such as Property Tax and Utility Fees primarily fund Renewal needs.
- » Developer Contributions such as Development Cost Levies (DCLs) and Community Amenity Contributions (CACs) fund Growth needs.
- » Partner Contributions such as funding from Senior Governments, Non-Profit Organizations and Private Partners are project- or program-specific and can fund both Renewal and Growth needs.



As the community grows, one of our principles is to:

Support Affordable, Diverse, Equitable and Inclusive Complete Neighbourhoods

Portions of the Broadway Plan study area already have approved Public Benefits Strategies as part of the existing Mount Pleasant Plan and False Creek Flats Plan. However, most of the study area does not have a strategy in place for how to prioritize, fund and deliver the public amenities and infrastructure needed to support a livable community. The Broadway Plan presents an opportunity to consider the broader context and service delivery opportunities, to ensure future City investments meet the needs of the community. Public Benefits Strategies focus on the nearer-term first 10 years of the 30-year community plan vision.

Public Benefits Strategy



Affordable Housing



Community Facilities



Childcare



Cultural Spaces



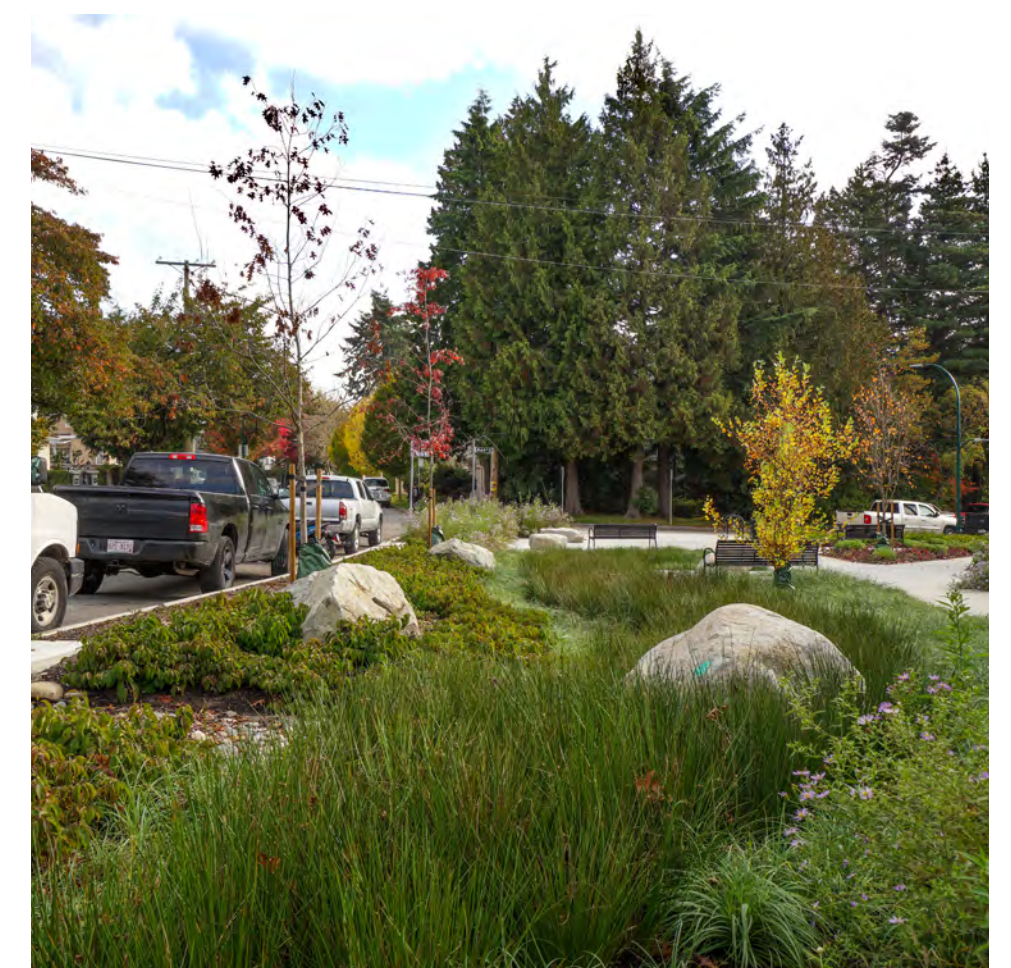
Sidewalks and Plazas



Bikeways and Greenways



Parks

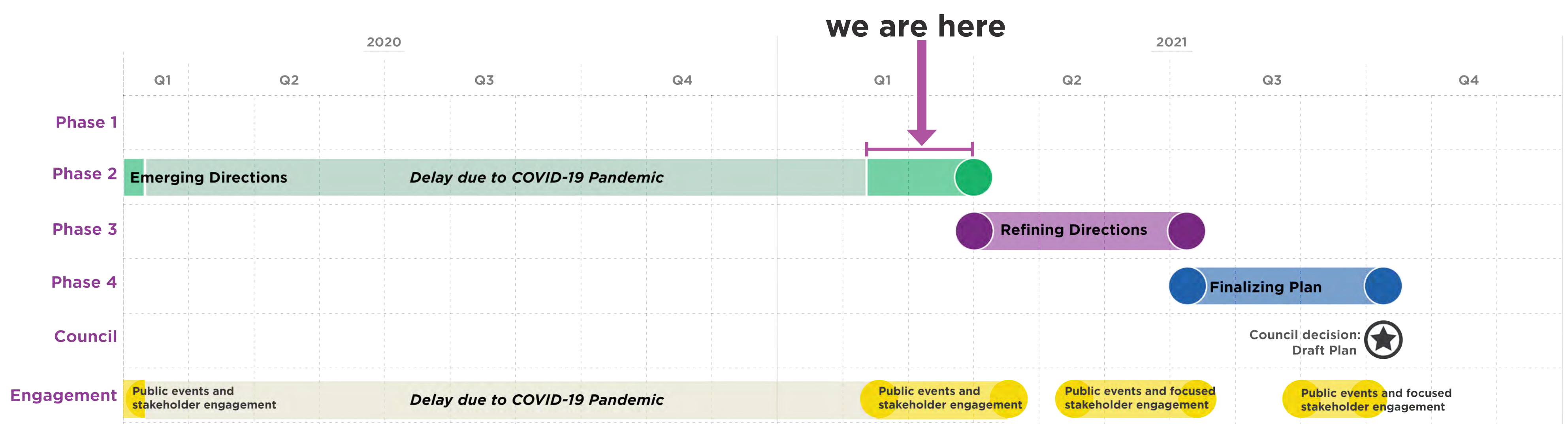


Green Infrastructure

EMERGING DIRECTIONS

- » Build upon the existing Public Benefits Strategies in Mount Pleasant from 2013 and the False Creek Flats from 2017.
- » Align with the emerging Public Investment Framework as part of the Vancouver Plan.
- » Coordinate integration with the City's Capital Planning process that is underway.
- » Strategically integrate planning for amenities with land use and transportation planning, recognizing that new affordable housing (e.g. secured rental and social housing) and job space are priorities for the Broadway Plan:
 - » The *Development Contributions Expectations Policy* for the Broadway Plan study area establishes the City's policy priorities as affordable housing and job space, depending on the area. Additional density for strata housing will only be considered in limited situations, where contributing towards community amenities. For more information: vancouver.ca/files/cov/development-contribution-expectations-policy-appendix-c.pdf
 - » Focusing new growth to achieve additional in-kind affordable housing (e.g. secured rental and social housing) rather than enabling new strata housing will require exploring innovative funding options and tools for Growth needs that do not rely on CACs typically provided with additional strata density.
- » Ensure that public amenities and infrastructure continue to meet the community's needs as the Broadway Plan area grows and evolves. Following a review of community needs and ongoing community engagement, an initial set of public benefits includes :
 - » Affordable housing (e.g. social and supportive housing)
 - » Renewal and expansion of community facilities:
 - Recreational facilities
 - Libraries
 - Social facilities (e.g. neighbourhood houses, non-profit space)
 - » New childcare facilities
 - » Renewal and expansion of cultural facilities
 - » New plazas and commercial street sidewalk improvements, including enhancing Broadway as a Great Street
 - » Renewal and expansion of park space
 - » New and upgraded bikeways and greenways
 - » Green infrastructure, Blue-Green Systems, and utilities upgrades
- » Prioritize amenities and community facilities that support a range of programs and activities to accommodate evolving and diverse needs.
- » Work in partnership with non-profits, senior governments and other agencies to ensure appropriate amenities are in place and funded for area residents.
- » Explore opportunities for co-location to support the delivery of public benefits.

Next Steps/ Get Involved



HOW CAN I GET INVOLVED?

Join us for our virtual open house to learn about the emerging directions for the Broadway Plan and share your thoughts on them.

Visit our website for a full list of ways you can engage and provide your feedback.

FOR MORE INFORMATION OR TO ASK US A QUESTION:

**shapeyourcity.ca/
broadway-plan**

**broadwayplan@
vancouver.ca**

**3-1-1**

**#BroadwayPlan**



HOW TO PARTICIPATE IN THE VIRTUAL OPEN HOUSE (FEB 16 - MARCH 31):



**VISIT OUR
WEB PAGE**



**REVIEW THE
MATERIALS**



**COMPLETE
THE SURVEY**



**ASK A
QUESTION**